

THE UNIVERSITY OF HULL

English Privateering during the Spanish  
and French Wars, 1625-1630

being a Thesis submitted for the Degree of  
Doctor of Philosophy  
in the University of Hull

by

John Christopher Appleby, B.A.

August, 1983.

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## ACKNOWLEDGEMENTS

The completion of this thesis has taken more years than I care to admit; indeed, I am grateful to the University of Hull both for granting me a University scholarship in 1975 and for subsequently allowing me an extension of one year, from October 1982 on, which provided the opportunity to finish this work.

I would also like to thank the staffs of the Public Record Office, the British Library, and the Brynmor Jones Library for their help and ready assistance in answering queries, and for providing me with xeroxes of documents and articles.

The work of other scholars has been of great value in the research and writing of this thesis. My indebtedness to the published works of R.G. Marsden and K.R. Andrews will be readily apparent; the unpublished work of others, including A. MacFadyen, Clive Senior, Hilary Nicolle, A.P. McGowan, D.F. Lamb and Brian Dietz, has also been of particular value.

Finally, I would like to thank a number of people who have assisted me over the past few years, not least former colleagues of mine at Winstanley College who provided encouragement and support when I decided to give up teaching in order to complete this thesis. I am most grateful to Professor G.E. Connell-Smith, my under-graduate supervisor at Hull, for his continued interest in my research and his support during the early months of my time as a post-graduate student. Likewise, I am grateful to Dr. J.L. Price for his lively interest in my work. I must



also thank Dr. H.A. Lloyd for his advice on the presentation of the statistical data in this thesis, and Mrs. Lynda Brown for the difficult and arduous task of typing this work, which she has managed to do most skillfully and in a short space of time.

I owe a great debt to Professor K.R. Andrews, the supervisor of this thesis, for the constant support, guidance, encouragement and comfort he has provided over the past seven years. Professor Andrews' wise advice and counsel, together with his expert knowledge of the records of the High Court of Admiralty has been of inestimable value to me. He has, moreover, read and commented on earlier drafts of most of this thesis. While he is, of course, not responsible for any errors and misjudgments which remain in this work, it gives me great pleasure to record the support and kind hospitality which both he and his wife have extended to me.



ABBREVIATIONS

The following abbreviations have been used in the footnotes which may be found at the end of each chapter.

Andrews, Elizabethan Privateering: K.R. Andrews, Elizabethan Privateering: English Privateering during the Spanish War 1585-1603 (Cambridge, 1964).

A.P.C.: Acts of the Privy Council.

B.L.: British Library.

C.S.P.D.: Calendar of State Papers Domestic.

C.S.P.I.: Calendar of State Papers Ireland.

C.S.P.V.: Calendar of State Papers Venetian.

Digby's Voyage: J. Bruce (ed.), Journal of a Voyage into the Mediterranean by Sir Kenelm Digby, A.D. 1628 (Camden Society, XCVI, 1868).

E.H.R.: English Historical Review.

S.R. Gardiner, History: S.R. Gardiner, History of England from the Accession of James I to the Outbreak of the Civil War, 1603-1642, 10 vols. (London, 1883-84).

H.C.A.: High Court of Admiralty.

H.M.C.: Historical Manuscripts Commission.

Marsden (ed.), Law and Custom: R.G. Marsden (ed.), Documents relating to the Law and Custom of the Seas, 2 vols. (Navy Records Society, XLIX and L, 1915-16), I.

Monson's Tracts: M. Oppenheim (ed.), The Naval Tracts of Sir William Monson, 5 vols. (Navy Records Society, XXI, XXI1, XLIII, XLV, XLVII, 1902-14).

Thomas Rymer, Foedera: T. Rymer (ed.), Foedera, Conventiones, Literae...., 20 vols. (London, 1704-32).

S.P.: State Papers.

Dates are Old Style, except that the year is taken to begin on 1 January. Throughout the period of the wars the terms letter of marque and letter of reprisal were used interchangeably, as during the Elizabethan period. To avoid confusion the term letter of marque has been used throughout this thesis.

## INTRODUCTION

From 1625 to 1630 England was actively involved in that wider, more general conflict which was sweeping across Europe during the first half of the seventeenth century. The main interest of King Charles lay in his determination to see the Palatinate restored to his brother-in-law. It was for this reason that Charles took up arms against Spain: in 1625 a major naval expedition was sent to the Spanish coast to seize the treasure fleet returning from the New World. The disastrous failure of this expedition, perhaps the "low water mark" of English seamanship,<sup>1</sup> increased the King's determination to repeat the operation in 1626. Success again eluded the English fleet. The expedition of 1626 was the last to be sent against Spain for the rest of the war; during the course of that year England became enmeshed in a web of disputes with France. The result was another major naval expedition to aid the Huguenots in the port of La Rochelle. The expedition was under the supreme command of the King's favourite, the Duke of Buckingham. The failure of this expedition goaded Charles into another effort to relieve the Protestant city in 1628. Buckingham was again to take personal charge but following his assassination in August the expedition was eventually led by the Earl of Denbigh.

The successive failure of these expeditions to the continent, or of their inability to achieve even a modicum of success, sapped the English military effort and contributed to the alienation of opinion of many at home: Sir Simonds D'Ewes was not alone in lamenting, during 1628, that "the Protestant cause was well near ruined this year by the unfortunate and unseasonable assistance of England".<sup>2</sup> Dogged by serious mismanagement

and financial debility, despite prodigious efforts to raise money, the English military machine was structurally incapable of successfully fighting both Spain and France.

These disastrous expeditions were accompanied by, and related to, growing parliamentary turbulence which affected both the House of Commons and Lords. Feeding upon the failure of the expedition to Cadiz in 1625, the opposition and indignation felt against Buckingham exploded in 1626 with an attempt to impeach him. In 1628, parliament refused to consider any motion concerning supply until the crown accepted the Petition of Right. Relations between crown and parliament failed to improve, despite the King's acceptance of the Petition and the removal of Buckingham from the political scene. With dissidence seeping out from the confines of Westminster into the mercantile community of London and the county communities, a "decade of tension"<sup>3</sup> was brought to an end by the dissolution of parliament, following scenes of gross disorder in the House of Commons.

By the latter part of 1628 it was evident that the war effort was being crippled by internal dissension and financial weakness. The futility of continuing the wars was painfully apparent: early in 1629, therefore, peace was made with France, to be followed in November 1630 by peace with Spain.

The large naval expeditions of the 1620s were accompanied by a privateering war, carried on by hundreds of English vessels which put to sea on voyages of reprisal between 1625 and 1630. This was a very different story to the unrelieved misery and failure of the large-scale expeditions. Sailing alone, or sometimes in packs of three or four,



English privateers plundered in the English Channel, the Bay of Biscay, the Mediterranean and the Caribbean. While the fortunes of the King's fleet waned those of the privateers waxed, as prize upon prize was seized and returned to England. The success of many privateers recalled the Elizabethan sea war against Spain, which many in the 1620s looked on as a golden age of English maritime plunder and as a model for the warlike efforts of their own generation. In the opening months of hostilities, one foreign observer in London reported that

"it is boasted that the days of Queen Elizabeth are revived; a popular idea with this people. We must therefore be prepared not only for acts of hostility between the nations at war, by which the Spaniards will be the heaviest losers, but for infinite damage to commerce in general as the naval power of England, united with that of Holland, must command the ocean." 4



Footnotes

- 1 M. Oppenheim, A History of the Administration of the Royal Navy and of Merchant Shipping in Relation to the Navy 1509-1660 (London, 1896), p.221.
- 2 James O. Halliwell (ed.), The Autobiography and Correspondence of Sir Simonds D'Ewes, Bart., during the reigns of James I and Charles, 2 vols. (London, 1845), I, pp.393-394.
- 3 J.P. Kenyon (ed.), The Stuart Constitution 1603-1688 (Cambridge, 1966), p.9.
- 4 . H.M.C: Eleventh Report, Appendix, Part 1, p.37.

## CHAPTER 1: BACKGROUND

1. The nature of hostilities

From September 1625 to November 1630 England was at war with Spain, and from April 1627 to April 1629 with France. These hostilities were privateering wars of the kind exemplified by the Anglo-Spanish war from 1585 to 1603. Thus on 19 September 1626 Sir Henry Marten, in discussing whether ships taken in English ports or harbours were lawful prize, stated that

"Were there a solemn warr between us and the King of Spayn, it is notorious that whatsoever wheresoever any subject could gett from the King of Spayne's subjectes should bee his own jure belli, and not the Kinge's; neither could the King interest himself in more or other of such goodes then were gayned by his own shippes or forces. Now, because there is no such common or solemn warr, but a reprisall warr, this priviledge or benefitt is restrayned to them who have such commissions of reprisall. And it nothing altereth the case whether this reprisall man of warr gett within or without the Kinge's portes, or how they bee gotten".<sup>1</sup>

Marten's distinction between a "solemn warr" and a "reprisall warr" had been previously drawn by William Welwod in An Abridgement of all Sea-Lawes published in 1613. In this Welwod stated that goods captured at sea

"are of three sorts: for either they are taken from Pirats, & sea-thiefes; or from professed enemies in lawfull warfare; or from such as not professing open warre... Which kind of taking is couered with the title of letters of Marque, called Ius represaliarum." <sup>2</sup>

In 1661 John Godolphin echoed these words when he distinguished between "all causes of Seizures and Captures, made at Sea whether jure Belli Publici, or jure Belli Privati, by way of Reprizals, or jure nullo by way of Piracy."<sup>3</sup>

Welwod and Godolphin, both leading civil lawyers,<sup>4</sup> were mainly concerned with legal considerations and attempted to delineate differences between forms of conflict at sea from this standpoint. Their work, however, was not divorced from reality, and this was mainly because governments and politicians saw great value in exploiting legal considerations for political ends.

The first of Godolphin's distinctions, that of capture made at sea "jure Belli Publici", was associated with periods of warfare when a declaration of war was issued against a named enemy. During hostilities of this kind the crown authorized its subjects to set out ships against its enemies by proclamation. In 1557 for example, when England was at war with France, a proclamation was issued which authorised "subjectes of al sortes degres and conditions..., and without suing forth of any other lycence vidimus or other writying from any Counsayle courte or place within this realme", to set forth ships against the enemy. Those doing so were to keep what "they shall take of anye their Majestyes' sayde enemyes, without making accoumpt in any court or place of this Realme..for the same, and without paying any parte or share to the Lord Admirall of England".<sup>5</sup> Those who wished to participate in the war had only to secure a copy of the proclamation, which took the place of individual letters of marque.

Distinct from this was the capture of goods "jure Belli Privati by way of reprizals". Theoretically this kind of capture was not

associated with periods of "open warre"; indeed it has been stated that so "far from implying a state of war, international jurists hold that they are only possible in a state of peace."<sup>6</sup> This point was made by Edward Nicholas in 1627, when he claimed that the issue of letters of marque did not break league or amity.<sup>7</sup> Letters of marque were granted to anyone who had suffered from "robberies, spoyles, and violence" upon the sea, and who had been unable to obtain justice from "the Princes of these wrongfull Nations."<sup>8</sup> The issue of letters of marque was subject to careful control: Godolphin stated that

"this may not be by any Private Authority, but only by the Authority of that Prince whose subject the Injured person is, and only in case Justice be denyed or illegally delayed by that Prince whose subject the Offender is."

Godolphin further outlined the theoretical framework:

"before any concession of Letters of Reprizal or Marque, there ought to precede the Oath of the party Injured, or other sufficient proof touching the pretended Injurie, the certain loss and damage thereby sustained, the due prosecution for obtaining satisfaction in a Legal way, the denial... of Justice, the complaint thereof to his own Prince, Requisition (sic) of justice by him made to the supreme Magistrate where Justice in the ordinary course was denyed, persistency still in the denial of Justice; all which precedent, Letters of Reprizal (under such Cautions, Restrictions, and Limitations as are consonant to Law, and as the special Case may require) may issue by the Jus Gentium." <sup>9</sup>

At times, however, the issue of individual letters of marque was on such a scale as to make a mockery of the legal framework. This occurred during the Anglo-Spanish war from 1585 to 1603 when, for



political reasons, the "fiction was still kept up that there was no war between" the two countries.<sup>10</sup> Despite this it soon became clear "to all that the two countries were in fact, if not in law, at war."<sup>11</sup> Indeed Welwod wrote later that the issue of letters of marque "in effect, resembles a warre denounced without solemnities of clarification."<sup>12</sup> The ambiguity which this created in the minds of some contemporaries remained throughout the years from 1585 to 1603; as late as 1593 Sir Walter Raleigh complained that no one knew whether it was "war or no war" against Spain.<sup>13</sup>

The vast expansion in the issue of letters of marque between 1585 and 1603 demanded a considerable apparatus of control. Thus on 9 July 1585 the Privy Council drew up, for the guidance of the Lord Admiral, eight articles or rules for granting such commissions. The most important of these were that promoters: (i) had to make proof of loss before the Lord Admiral or judge of the High Court of Admiralty; (ii) had to inform the Lord Admiral of the tonnage, name and armament of the ship, the name of the captain, the size of the crew and the length of time for which it was victualled; (iii) had to take up bonds promising to return all prizes to the nearest English port, and not to break bulk until a proper inventory was made before a vice-admiral or other officer; and (iv) were not to injure the subjects of any friendly or neutral state.<sup>14</sup>

Some of these rules, in fact, were not strictly observed. For example, many merchants who were granted letters of marque had not suffered any damage by Spain, and merely saw this as a means of making a profit out of the war. The government did nothing to prevent this; but because it refused to recognise that a state of war existed between England and Spain the legal fiction was maintained throughout the years from 1585



to 1603. To have destroyed these legal forms, however hollow they had become, would have been tantamount to recognising that a state of war did exist between the two countries.

The wars between England and Spain, and England and France from 1625 to 1630 followed this Elizabethan pattern; that is, a war of individual reprisals on a mass scale. No public declarations of war were issued against either Spain or France: early in January 1626 Salvetti, the Tuscan resident in London, reported that commerce between England and Spain was "last week prohibited to all subjects of this crown, and this is the first public act declaring war."<sup>15</sup> When the Secretary for Lübeck presented a list of complaints to the Privy Council, during 1627, about the behaviour of English privateers the first stated "that no notice was given from his Majestie of Greate Brittain of his entring into warr against Spaine nor commandment sent unto them to forbear trade with that kingdome, yet their shippes are spoyled at sea".<sup>16</sup>

In addition the regulations drawn up in 1625 and 1627, for the purpose of controlling the activities of privateers, were modelled on the Elizabethan rules of 1585.<sup>17</sup> Thus, in accordance with the theoretical justification for reprisals, prospective recipients of letters of marque had to prove their losses in the High Court of Admiralty throughout the period of hostilities - no matter how sham the procedure had become. As Sir Henry Marten observed on 19 September 1626,

"it must be remembered that this commission is not of grace, but of justice; for it is intended that none have their Letters of Reprisall but such as have received losse and damage and wronges; to whome his Majestie, being not able otherwise to minister right and redresse of the wronges and losses, (a duty incident to his royall function), doth in this kind, and by this meanes, afford justice and due satisfaction."<sup>18</sup>

It was a classic legal exposition of the reasons for issuing letters of marque, but it failed to fit the reality of the privateering wars which were then developing between England and Spain, and subsequently France.

## 2. Privateering and piracy

During wars of reprisal, as Sir Henry Marten observed, the plunder and capture of enemy ships was "restrayned to them who have..... commissions of reprisall."<sup>19</sup> It was the holding of this commission which was the essential distinction between a privateer and a pirate. Sir William Monson, writing about the captains of reprisal ships, stated "His authority is little better than the captain in a pirate; for the interest and division of goods are alike, only that this captain has commission to take from an enemy, and a pirate takes without commission and makes all the world his enemies."<sup>20</sup> The capture of prizes by an English ship in the Caribbean in 1619 led some of the settlers on the Somers Islands to voice the opinion that it "might be ill taken in England, in respect that she was vtterly vncommissioned; and so in plaine tearmes a pyrate".<sup>21</sup> In 1635, when a complaint was made against a Dutch captain for plundering an English privateer in 1631, it was claimed that "they alsoe tooke and kept from our said Subjects their Commission, by want whereof...they were in danger to have suffered uniuertly as Pirattes."<sup>22</sup>

Without a letter of marque the seizure of enemy ships between 1625 and 1630 was illegal, and could lead to confiscation of the prizes and charges of piracy. On 9 December 1626 Gilbert Raleigh informed Edward Nicholas of the arrival at Weymouth of a prize called the St. Matthew of Lisbon: "Comission I fynd none nor Coppy of comission and

therefore have made seisure of her to my Lord Admiralls use".<sup>23</sup>

In addition, the commission had to be valid: during these years letters of marque were valid for twelve months,<sup>24</sup> and were issued against Spain from September 1625 to November 1630, and against France from April 1627 to April 1629. If a prize was captured on the authority of an invalid commission it could be confiscated by the authorities. This happened to the St. James of Viana which had been seized by the Expectation and the Unity, in May 1630, with a commission dating from 31 January 1628. It was claimed that since then the Expectation "hath bine in marchandizing voyges, and this last had noe intention of taking for nether was shee armed or mand."<sup>25</sup> When the St. James was brought into Cawson Bay she was seized by the local admiralty officers "and had the broad arrowe set upon hir."<sup>26</sup> However, when Amos Hancocke, the marshal of the admiralty in Plymouth, attempted to board the Expectation he was resisted by the company with swords, pikes, muskets and other weapons. The master of the ship bade Hancocke "come aboard att his perill".<sup>27</sup> The marshal gave up the attempt, but a few days later George Bagge, captain of the Isle of St. Nicholas, tried to get aboard. There was again resistance, to which Bagge replied by informing the ship's company that he was a crown official, and

"seeing they would not submitt themselves to autority he would reckon them noe better then rebels and pyrates."<sup>28</sup>

The company only submitted after the arrival of a "greate shipp" from Dartmouth, which they mistook for one of the King's vessels.<sup>29</sup>

Similarly, on 20 July 1630 captain Richard Plumleigh, in one of the King's ships, seized a Portuguese prize taken "without a Commission



by an English Rotcheler bound for Canada".<sup>30</sup> Although the captain produced two commissions

"yett neither is good, the one hee has from Sir Will: Alexander to bee executed in the parts of America (this being taken neere the Islands of Flores per Coruo) the other is an old one of August last, out of which hee had most unworkmanlike razed the date and interpolated the 15 of May last".<sup>31</sup>

Upon being questioned why he had erased the date, the captain answered "it was to shew the Spaniard in case hee should have use of it, that hee did nothing without commission, soe to free himselfe from the name of Pyracy."<sup>32</sup>

This was not the only attempt to tamper with letters of marque. On 9 October 1629 Nathaniell Darell, the Lieutenant-Governor of Guernsey, informed Nicholas of his suspicions about the validity of a commission held by one Captain Proust:

"(I) would Admire to see, A lawfull (commissi)on Interlyned, in soe manie severall places as that was: besids soe manie words, & in some places, a good parte of the lines scraped out, & other words written in the place, the like wherof, I never observed...espetically, seing that noe officers hand of that highe Curte was signed unto the Comission".<sup>33</sup>

These cases, apart from throwing doubt on the legality of the ventures concerned, also underline the importance of the letter of marque in distinguishing between privateering and piracy.

Without a valid letter of marque, therefore, the seizure of enemy ships from 1625 to 1630 could have serious consequences. The fully commissioned privateer was carrying out a lawful activity, while

piracy was a serious felony: it was one of the crimes "for which everyone was liable to the death penalty, irrespective of whether they could read or write."<sup>34</sup>

The distinction between privateering and piracy did not turn merely on a legal definition, for the legality or otherwise of a maritime venture necessarily affected its character. Many privateering ventures were quite different from piratical ones - in the way they were financed, promoted and executed. Nevertheless there was a tendency, especially during wars of reprisal, for the distinction between the two activities to become blurred and occasionally to break down.

In some respects the issue of letters of marque on a large scale created a fertile breeding-ground in which piracy could grow. According to C.L. Kingsford the "issue of Letters of Marque" in the fifteenth century "probably did as much to foster piracy amongst English seamen as to check its practice by foreigners."<sup>35</sup> E.P. Cheyney, commenting on Elizabethan piracy, observed that there was "probably...no period during the sixteenth century when it was worse than in its last" quarter;<sup>36</sup> and for much of this time England was waging a privateering war against Spain. The innate greed for gain in an unruly crew of a reprisal vessel often turned a lawfully commissioned venture into a distinctly illegal one. During the war against Spain, from 1585 to 1603, so many English privateers attacked the vessels of neutral or friendly states that the government was forced to issue a proclamation, in 1591, stating that future attacks on neutrals would be treated as acts of piracy.<sup>37</sup>

The dividing line between the irregular activities of lawfully



commissioned men-of-war and piracy was fine: in "practice...many privateers acted no better than pirates, pursuing their booty at will and committing spoils which could never be justified by their commissions."<sup>38</sup> As during the Elizabethan period, the clamour of complaints from neutral states indicates the willingness with which English reprisal vessels committed unwarranted acts of plunder. Many of the charges of piracy made by neutral states against English men-of-war, however, really centre on the more difficult question of contraband: "in that borderland of seizure which was claimed to be justifiable by England though disputed by other nations."<sup>39</sup> It was the indiscriminate and arbitrary acts of English reprisal vessels, in seizing what they considered to be contraband, which called forth so much foreign complaint during this period.

As the hostilities of 1625 to 1630 drew to a close, not only did some privateers abuse their commissions, "more important, some seamen resorted to outright piracy."<sup>40</sup> The Venetian ambassador in London saw this as almost a natural outcome, "as after a maritime war many become pirates in order not to lose the cost and toil they have incurred in fitting out privateers."<sup>41</sup>

There occurred in May 1629 a case of the fine boundary between privateering and piracy being crossed when captain Wheeler in the Dolphin of Shoreham, set out with letters of marque, "turned Pirat" and robbed Edward Powell of £600 "out of a small Barque" between the coasts of Wales and Ireland.<sup>42</sup> The Dolphin returned to the Isle of Wight where, Wheeler "being fledd", Powell had the vessel arrested hoping to gain some recompense for his losses. Unfortunately for him, "the Piracy being proved, course was taken for condemning..the said shipp to his Majestie." In an attempt to salvage something from this personal calamity Powell petitioned the King for his share of the Dolphin.

In the same year, the activities of captain Hussey in the English Channel indicates how easily a disorderly privateering voyage could lead on to piracy. Hussey was set out in a pinnace by John Gardner of Weymouth to search for and join with captain Hinckley, who was already at sea in the Content.<sup>43</sup> Gardner gave Hussey a copy of Hinckley's commission "signed & sealed by the Major of Weymouth Justifieing it to be a true Coppie."<sup>44</sup> While sailing along the coast of France Hussey seized some boats of Calais bound for St. Malo, which he took to Guernsey. Peace, however, had recently been agreed between England and France, and consequently the owners of the French boats demanded their restoration. When Hussey refused to do so the French owners appealed to Nathaniell Darrell, the Lieutenant-Governor of Guernsey, for assistance. Darrell summoned the parties involved together, and with the bailiff and justices of the Island began to examine the matter. A question mark hung over Hussey's activities when Darrell checked his commission: while seemingly genuine, there was no mention of a pinnace or Hussey in it. When Hussey's crew declared that they had elected him captain at sea Darrell's suspicions were fully aroused. The French boats were arrested by the governor as "unlawfull prize" pending directions from the High Court of Admiralty in London. This was too much for Hussey and his crew, who "being discontent - thretened to complaine" of Darrell; frustrated in their enterprise they soon left Guernsey to "Comit Acts of Pirasie Rather then of men of warr".<sup>45</sup>

The distinction between privateering and piracy could, therefore, become blurred by the unruly activities of English crews sailing on voyages of reprisal. The confusion was compounded by the possibility of pirates using the disorder of war time to cloak their activities in

a legal shroud by taking out letters of marque. They were aided in this by the ambivalent attitude of the government towards piracy. During peacetime English governments had made serious attempts to stamp out piracy, although these varied considerably in effect;<sup>46</sup> during war time, however, legal niceties were overwhelmed by the needs of the moment. Once hostilities began governments were only too keen to mobilize any available expedient to use against the enemy. Thus Sir Henry Mainwaring, the famous ex-pirate, argued against inflicting capital punishment on pirates, stating "that the State may hereafter want such men, who commonly are the most daring and serviceable in war of all those kind of people."<sup>47</sup> One recent study of English pirates in the early seventeenth century argues that they were "at a premium in wartime, and were perhaps more highly prized by the government than law-abiding seamen."<sup>48</sup> The pirates themselves had few doubts about their position if war broke out: Mainwaring observed in 1615 that they "have... a conceit that there must needs be wars with Spain within a few years, and then they think they shall have a general Pardon".<sup>49</sup> Indeed, captain Salleneufeue on being released from Dublin Castle in February 1626, after undergoing one year's imprisonment for acts of piracy, received a recommendation from the Lord Deputy of Ireland to the Duke of Buckingham as a "spirit of action and experience both of seas and foreign countries", who may be of "valuable service in these stirring times."<sup>50</sup> The following year the Lord Deputy was reluctant to proceed against captain Langford, who had seized two prizes "without any letters of marque": "We did not like to convict him of piracy" he wrote, "in these times when seamen are useful".<sup>51</sup>

The exigencies of war time, therefore, enabled some pirates to cross the barrier between illegal and legal maritime plunder. In



addition, it seems likely that "many who would have turned to piracy" during these years "were absorbed by privateering", or perhaps served in the great naval expeditions of 1625, 1627 and 1628.<sup>52</sup> Clive Senior, in a recent study of English piracy from 1603 to 1640, has identified several men involved in the privateering war from 1625 to 1630 who had probably been associated with piratical ventures in the years previously.<sup>53</sup> These included such illustrious figures from the heyday of Jacobean piracy as John Nutt, John Ellis, Richard Gyffard, James Duppa, Richard Lux and Robert Nutt; most of whom probably sailed as captains in English privateers from 1625 to 1630. The period of the wars against Spain and France, for such men, was merely an interlude in a career devoted to maritime predation of varying shades of legality.

The career of Peter Salleneufeue during the 1620s underlines the facility with which individuals could cross the boundary from piracy to privateering. Salleneufeue was a Huguenot sea captain from La Rochelle. In December 1622, while sailing with letters of marque issued from that port he seized a Hamburg ship near the Isle of Wight. Salleneufeue aggravated this irregular seizure of a neutral vessel by disposing of some of the cargo in Weymouth. By 1623, however, the law seems to have caught up with the Frenchman leading to a year's spell of imprisonment in Dublin Castle.<sup>54</sup> On his release he received a recommendation from the Lord Deputy and from 1626 to 1629 he went to sea as captain of a privateer, the St. Nicholas, set forth from Weymouth by John Andrewe and Roger Danes.<sup>55</sup> Within a few months of going to sea complaints were made against the French captain for seizing a ship of Lübeck and bringing her into Weymouth.<sup>56</sup> On this occasion Sir John Drake intervened, writing to Edward Nicholas on Salleneufeue's behalf.<sup>57</sup> There the

matter seems to have rested, for one month later the Privy Council recommended him to Buckingham, "to have the command of severall French shippes and to serve with them in his Majestie's fleete now preparing".<sup>58</sup> In between his privateering activities Salleneufeue also served in the expedition to La Rochelle under the Earl of Lindsey, on this occasion in a vessel belonging to the mother of the Duc de Soubise.<sup>59</sup>

The ambivalent attitude of the government could, therefore, seriously undermine the distinction between privateering and piracy. The attitude of the Lord Admiral, in particular, was of crucial importance: by his action the piratical activities of English men-of-war could, at a stroke, be legitimised by proceedings in the High Court of Admiralty. Thus, for example, when captain Berie seized a Brazil prize in 1593 without a lawful commission, Lord Admiral Howard wrote to the judge of the admiralty court ordering him to adjudge it lawful prize, "and to require you that the want of a commissione may be noe let unto the same."<sup>60</sup> Such proceedings tended to undermine the distinction between privateering and piracy; on a large scale they could also seriously undercut the power and authority of the Court of Admiralty.

From 1625 to 1628 the Duke of Buckingham, as Lord Admiral, intervened in a similar manner in the proceedings of the High Court of Admiralty to legalize the seizure of enemy shipping by un-commissioned English vessels. This occurred, however, on less than a handful of occasions and was clearly, by its rarity, a sign of great favour bestowed by the Lord Admiral on the recipients.

The first case occurred early in 1627 and concerned the activities of Sir John Hippisley, Lieutenant of Dover Castle and a



leading promoter of privateering ventures from that port from 1626 to 1628. Hippisley was Buckingham's leading admiralty official in the Cinque Ports, and a personal favourite of the Duke; in addition he was a close friend of Edward Nicholas with whom he hawked occasionally.<sup>61</sup> On several previous occasions Hippisley had offered both Buckingham and Nicholas shares in his privateering ventures, probably without meeting with any success.<sup>62</sup> It was these connections which Hippisley drew on when in 1627 two of his vessels, sailing without lawful commissions, captured thirteen French ships. After bombarding Buckingham and Nicholas with pleas for support the prizes were granted to Hippisley by special dispensation from the crown in May 1627.<sup>63</sup>

In the same year captain Jacques Forran, previously vice-admiral of the Rochellese fleet in 1624 and one of a group of French Huguenots active in taking out English letters of marque from 1626 to 1630, was the recipient of similar crown favour when his seizure, without lawful commission, of four French vessels was legitimised by the King. Forran claimed to have met with the ships by chance, and "understanding that letters of Marque were" being issued against France in England, he seized and brought them into Plymouth as prize.<sup>64</sup> The Huguenot captain admitted that he possessed no letters of marque to justify his action, "which by reason of his absence hee coulde not obtaine", and conceded that he could "in the rigour of the law...claime no just title unto those goods."<sup>65</sup> Forran petitioned Buckingham, however, to grant him the free possession of the prizes as recompense for the losses which he had suffered at the hands of the French. At the same time he took his case to a higher authority for on 30 June 1627 Secretary Conway informed Edward Nicholas that he had

"bene here to informe his Majestie that he hath bene with a Commission in vertue of the power given heretofore to.... Soubise by his Majestie, upon the Spanish Coast, and hath brought to Plimouth a prize of Sugars and Tobacco, which he hath left there with 3 other prizes taken upon the Coast of France, for which he had no letters of Mart to take upon the french".<sup>66</sup>

Forran hoped to "stand upon his Majesties Grace", which, Conway added, "he is inclined to shew him."<sup>67</sup>

There is no evidence to suggest that the Lord Admiral sanctioned such irregular seizures of prizes on a large scale; indeed Buckingham was probably well aware that this could be dangerously detrimental to the power, authority and revenue of his office in the encouragement it would give to an ever mounting wave of unruly English plunder. In the cases of Sir John Hippisley and Jacques Forran there were also special reasons why Buckingham should not carry out the full rigour of the law. At the same time this post facto recognition of what were, strictly speaking, piratical actions was another factor in the confusion of the distinction between privateering and piracy; it made the gap between the two appear that bit narrower.

### 3. The background to the outbreak of hostilities 1621 - September 1625

At the opening of 1625 international relations in western Europe were becoming increasingly unstable. In central Europe the combined armies of the Emperor and the King of Spain were making great gains at the expense of the Protestant rulers in Germany. Attempts by the King of England to mediate between the two sides had failed and

James I, however unwillingly, was gradually being drawn into the conflict on the Protestant side.

Since 1619 fighting had been raging in central Europe over the future of the Palatinate. In 1618 the ruler of this state, the Elector Frederick, James's son-in-law, had rashly accepted an invitation to become the new King of Bohemia in place of the deposed Ferdinand. The issue had developed into war and by 1622 Frederick had lost Bohemia and all his hereditary lands in the Palatinate. The hostilities spread outwards, the "conquest of the Imperialists, like a gangrene in a dying body, passing from the Palatinat to Hessen"<sup>68</sup> and involving most of Germany. The implications of the fierce subjugation of the Palatinate were not lost on the other German Princes, and by 1625 most of Germany was divided into two camps: one supporting the Emperor, the other against him.

In England, the immediate response to this situation was in favour of sending aid to Frederick, and there were calls in the House of Commons in 1621 for a war to recover the Palatinate. The enthusiasm of many members, however, was hollow; some clamoured for war only in the hope of gaining Buckingham's favour, others may have adopted a ritualistic anti-Spanish posture which had more relevance to the days of Queen Elizabeth than the needs of the time. Other than Buckingham and his circle the number of M.P.'s genuinely in favour of war seems to have been small, though these men belonged to wider ideological groups whose complexions were anti-Spanish, and which included important colonial and pro-privateering interests. King James was not enthusiastic for war either, although he did allow the enrolment of volunteers and



the collection of money to aid Frederick. James still hoped to be able to mediate between the opposing sides with Spanish support. In any case the abrupt dissolution of the 1621 Parliament left him with little choice: to aid Frederick effectively, James needed reserves of money which only Parliament could supply. James continued, therefore, in his efforts to arrange the marriage of his son to the Spanish Infanta. Whether or not the King of Spain was sincere in his approaches, by keeping the prospect of a Spanish match open he was able to secure English neutrality for some time. In an effort to hurry the proceedings to a successful conclusion James allowed Prince Charles and Buckingham to travel to Spain in 1623. The enterprise was disastrous; on their return both increased their demands for a more vigorous response to the continental situation. It was in response to the entreaties of Charles and Buckingham that the King agreed to summon Parliament at the end of 1623.

Parliament opened on 19 February 1624 with James seeking "good and sound advice, for the glory of God, the peace of the kingdom, and weal of my children."<sup>69</sup> On 24 February, Buckingham appeared before both Houses to recount the events of the trip to Spain, and scathingly attacked the duplicity of the Spanish. The anger aroused by Buckingham's speech "was such that nothing was heard for a long time but outcries, confusion and cries of war": it "opened the floodgates of anti-Spanish and anti-Catholic popular prejudices."<sup>70</sup> It was left to the Lords, however, to ask James to break off all negotiations with Spain. Those in both Houses who wished to aid Frederick saw a diversionary attack on Spain as being the best means of achieving this. Lord Sheffield recommended the recovery of the Palatinate "Not by sending forces into

the Palatinate, but by way of diversion."<sup>71</sup> Sir Robert Phelips, lamenting the loss of the Palatinate, argued that Spain was

"the great wheel that moves the whole frame of that business. They cannot, they will not restore it us. It concerns Austria and Rome too much to part with it, and all these depend on Spain. For Spain and Rome are like the twins that laugh and weep and live and die together. There is no hope to gain it by treaty. Then we must war for it, or something better than it. Spain must be the enemy."<sup>72</sup>

Those in favour of hostilities with Spain desired a privateering war on the Elizabethan model. This would be much less costly than sending English armies to the continent; in the Parliament of 1625 Sir Robert Phelips argued against granting greater supply to the crown, pointing to the example of "that glorious Q(ueen), who with less supplies defended herselfe, consumed Spayne, assisted the Low Cuntries; relieved Fraunce, preserved Ireland."<sup>73</sup> In addition, such a war would be enriching: Sir Francis Bacon observed that

"the special nature of this war with Spain, if it be made by sea, is like to be a lucrative and restorative war. So that, if we go roundly on at the first, the war in continuance will find itself. And therefore you must make a great difference between Hercules' labours by land, and Jason's voyage by sea for the golden fleece."<sup>74</sup>

Sir Edward Coke maintained that "war.....with Spain is England's best prosperity", and hoped "to live till he see the King of Spain lose his Indies."<sup>75</sup> It was entirely fitting that Sir Benjamin Rudyerd, one of the more vocal opponents of Spain, should propose to the Commons the erection of an "association for the West Indies", which would "seeke to impeach, or to supplant" the King of Spain in the Caribbean.



In so doing, the King of Spain would be cut off from his "mines in the West Indies, which minister fuel to feed his vast ambitious desire of universall monarchy". By these means "we shall see many new ships built, many brave men employed, and enabled for the service of their country"; the association would also be "a meanes not only to save, but to fill his Majesties coffers, enabling the people to give him liberally, and often; the kings ships will have little to doe, but to guard the coasts, for the sea-warre will chiefly bee made at the charge of the subject."<sup>76</sup> In such a manner ideological fulfilment and economic enrichment were to go hand in hand.

At this stage Buckingham and Charles were in agreement with the Commons on the proposed war, but this

"had been secured in principle only; its detailed strategy remained undiscussed.....Only in time would the distinction between the naval and privateering war envisaged by the Commons and a continental war, in alliance with France, for which Charles and Buckingham<sup>77</sup> were already working, become apparent."

Of greater importance was the attitude of the King, who was proceeding with great caution. James was unwilling to commit himself to any kind of hostilities without first seeing how the Commons was going to provide for its finance. Moreover James, unlike many M.P.'s, made a careful distinction between his relations with the Emperor and the King of Spain. Although he told the Commons "that he was resolved both in his conscience and honor to make an instant" war,<sup>78</sup> it was the Emperor "who had done his son (sic) the most wrong, and other princes were but collateral, and that the war there would be most comfortable for religion, and the confederates, and most honorable for him."<sup>79</sup> As a result James "saw

no cause as yet to make the Spaniard the capital enemy."<sup>80</sup> From now until the death of the King in March 1625, Buckingham and Charles did their utmost to modify this view to accord with their own view of the situation.

The calls for war with Spain in the parliament of 1624 strengthened Buckingham's hand vis-à-vis the King. Great pressure was placed on James to take a more aggressive attitude towards Spain, not without some success. Thus all negotiations with the Spanish court were broken off, and the French were asked about the possibility of a match between Charles and Henrietta Maria. On 18 April 1624 James agreed to support the mercenary, Mansfeld, who was planning an expedition to the Palatinate, upon condition that the French King made a similar commitment. On the same day orders were given to fit out twelve ships of the royal navy; on 21 April 1624 a Council of War was appointed; and on 19th May a further order was given to equip thirty merchant ships in addition to the twelve naval vessels. At the same time steps were taken towards aiding the United Provinces against Spain: on 5 June 1624 a treaty was signed between the two countries, by which England agreed to pay a body of 6,000 volunteers to assist the Dutch for two years. The treaty, however, was defensive despite the attempts of the Dutch ambassadors to persuade James to join "in an enterprise of the Dutch West India Company", promising him "all the fortresses or places that the united fleets might conquer."<sup>81</sup>

In June 1624 English embassies were sent to Sweden and Denmark to sound out these respective monarchs about the possibility of an alliance against the Habsburgs. The marriage treaty with France



was signed on 10 November 1624. On 7 November, Mansfeld received a commission from James giving him the command of an expedition "for the recovery of the Palatinate."<sup>82</sup> The commission, however, stated that he was to do nothing harmful to English friends and allies, especially "against the lands and dominions of which the King of Spain, our very dear brother, and the Infanta, have a just and legitimate possession."<sup>83</sup> Finally, in March 1625 James agreed to subsidise the King of Denmark in the war against the Habsburgs in north Germany.

By the start of 1625, therefore, James had come a long way from his position in 1623. The Spanish Match had been dropped, to be replaced by a French one; closer ties had been established with the United Provinces, who had been at war with Spain since 1621; and an army was in the process of being despatched to the continent, under the leadership of Mansfeld, to fight for the recovery of the Palatinate. To many contemporaries all this pointed in one direction: hostilities against Spain. Yet so far James had refused to declare war against Spain or even countenance such a possibility. Thus Mansfeld's commission contained a clause forbidding him to attack Spanish territory; in accordance with this, when it was suggested early in 1625 that Mansfeld should go to the aid of Breda, then under siege by Spanish forces, James refused. The "Palatinate, and the Palatinate alone, was the object at which he aimed. War with Spain was to be avoided as long as possible."<sup>84</sup> This attitude James maintained until his death.

At the start of the reign of Charles I, therefore, England was faced with a continental conflict which was taking on a strong religious colouring. At sea, however, the situation was not so clear



cut: during the early 1620's anarchic conditions prevailed, especially in the English Channel, as English, Dutch and Flemish ships tangled together plundering friend and foe alike.

From 1621, when war between Spain and the United Provinces was resumed, the continental conflict was accompanied by increasing turbulence at sea. Privateers were active from the ports of Holland and the Spanish Netherlands, especially Dunkirk. England was caught between these two antagonists: both sides willingly plundered and seized English ships on the pretence they were trading with the enemy or were carrying enemy goods.

English complaints against the depredations of Dunkirk privateers mounted during 1624. On 17 May 1624 Philip Burlamachi merchant and agent for the King "in the transportacion of iron ordinance", complained to the Privy Council of the seizure of a ship carrying iron ordnance to Holland by a Dunkirk vessel.<sup>85</sup> On 4 June 1624 Archibald Nicoll of Stirling and George Burfield of Newcastle complained to the Council of "a depredacion committed upon them close upon his Majestie's coasts" by John van Dike of Dunkirk, captain of the Mary of Gravelines. The Privy Council "seriously entring into consideracion of the consequence and frequencie of such spoyles committed", referred the matter to the judge of the Court of Admiralty, to "certifie unto their Lordshipps what present redresse by course of the Admiraltye may be given to this petitioner and to such as shall have cause to make the like complaintes."<sup>86</sup> These "insolencies and spoiles committed by the Dunkirkers" on English ships were "hapning so thick and frequent together and in time" that the Privy Council sent for the Sieur Van Male, the Infanta's agent in England, to



see "whether these offenses became thus frequent at this tyme by accident or desseine".<sup>87</sup> Little satisfaction was obtained from Van Male so the Council despatched a memorial of the English complaints to William Trumbull, the English agent in the Spanish Netherlands, in July 1624. Trumbull was ordered "to endeavor by all meanes to obtaine an effectuall restitution for the poore men"<sup>88</sup> who had been plundered by the Dunkirkers. This, however, proved impossible to achieve and when the Council next discussed the problem, in December 1624, it was the opinion of "the whole Boarde" that they "thinke it just that letters of reprisall shoulde be granted to those parties who have in that sort bene wronged and could not obtaine justice."<sup>89</sup>

These complaints against the activities of privateers operating from the Spanish Netherlands were accompanied by complaints against those of the United Provinces. In part this was a reflection of the growing commercial rivalry between England and Holland, which had developed especially since the truce between Spain and the United Provinces in 1609. There had been successive disputes between the two countries over the whale and herring fisheries, the English cloth trade, and the East Indies. Negotiations between the two countries, in 1618 and 1622, failed to settle the issues in dispute.<sup>90</sup> In 1623 the massacre of Amboyna occurred in the East Indies, which resulted in an order of the Privy Council to ships of the royal navy "to make reprisals on the Dutch East India Company".<sup>91</sup> In January 1625 the English Muscovy Company complained to the Privy Council that the Dutch had not paid the £22,000 ordered for their "depredations and intrusions"<sup>92</sup> in Greenland. They petitioned for the assistance of the Council, either by granting them letters of marque or by some other means.

In addition to these general commercial complaints, there were particular complaints against the depredations of Dutch privateers. On 13 June 1623 John Marshall, Roger Mallet and other merchants of Exeter complained to the Privy Council about the seizure of the Roger and Anne, on a trading voyage from Topsham to Madeira, by captain Cornelius Barrenson in a ship of Hoorn in Holland. Goods valued at £1,000 were taken out of her, and the merchant and master were kept aboard the Dutch ship for a few days

"and threatned to bee carried to Barbarie and there sold for slaves, unlesse they would for their release give an acknowledgement under their handes and seales that the goodes so taken from them did belonge to the subjectes of the king of Spaine; which acknowledgement the marchant and master gave accordingly for the avoiding of imminent mischief."93

The goods taken were later sold in Flushing. The Privy Council ordered Sir Dudley Carleton, ambassador to the United Provinces, to seek reparation for the Exeter merchants.

Dutch attacks on English shipping continued however. On 26 November 1624 Carleton was ordered to inform the States General

"how distastfull the continuall clamor of his Majestie's subjectes for outrages and injurries received from their people is..... to his Majestie.... and how dissonant from the good correspondencie which ought to be betweene the people and subjectes of a prince and state in mutuall amytye."94

The clamour, however, continued to mount: on 28 January 1625 captain Richard Gyffard petitioned the Privy Council for letters of marque in retaliation for the robbery of his ship, the Fortune, by captain

Peter Cossen of Rotterdam.<sup>95</sup> By the end of March 1625, indeed, the Council was weary of the "frequencie of injuries in that kind".<sup>96</sup>

By the opening of 1625, therefore, English relations with both the Spanish Netherlands and the United Provinces were strained. So far, the English government's response to the depredations of the privateers of these states had been to seek for restitution and redress by diplomatic means, through the intercession of the English ambassadors in Brussels and The Hague. This policy had failed and on 18 December 1624 the Privy Council had resolved to advise the King to grant letters of marque, to the injured parties, against the Spanish Netherlands. No immediate action seems to have resulted from this, but on 13 January 1625 the Council again considered how English merchants, "whose ships have bene unjustly taken by the Dunkerkers",<sup>97</sup> could recover their losses. After hearing the opinion of Sir Henry Marten, the Council decided "that letters of mart shalbe granted to those persons particularly who have sustained... losses and wronges."<sup>98</sup> Before the issue of any letters of marque the Council was to draw up "certaine direccions and instruccions according to which the said persons shall proceede and guide themselves in executing the tenor of the aforesaid letters".<sup>99</sup> At the same time English merchants trading with Spain were to be "warned to take the safest course they can to preserve such goodes as they have in those partes." As Dutch privateers were also seizing English ships, "under color that they were going to trade with the subjectes of the king of Spaine", it was decided to call the agent for the United Provinces to the Council, to demand restitution of the losses claimed "to be done in convenient tyme, otherwise such letters of mart to be granted unto the particular persons so wronged as is prescribed in the case aforesaid."<sup>100</sup>



In accordance with this the Attorney-General was ordered, on 28 January 1625, to draw up a commission "whereby the Lord Admirall may be autorised to grante... letters of marque unto" English merchants who had sustained loss and damage

"by the subjectes of the King of Spaine inhabiting the Lowe Countries under the said king's obedience as also by those that live under obedience of the States General in the United Provinces".<sup>101</sup>

The commission was issued on 14 February 1625. The letters of marque were to be

"in such manner and forme, and according to such Articles and Orders as are or shall be agreed upon and advised by our Privy Council...and set down by them....in Writing under their Hands,"

and delivered to the judge of the Court of Admiralty "to remaine...uppon Record for .... (his) better Direction in this Cause."<sup>102</sup>

These Orders were drawn up by the Privy Council on 19 January 1625, and were re-issued on 14 February 1625.<sup>103</sup> They consisted of eleven articles. The first stated that all merchants wanting letters of marque "shall first make prooffe before the Lord Admirall or his Lieutenant, Judge of the Admiraltie", of their losses sustained at sea.<sup>104</sup> The second declared that it was lawful for merchants and others carrying letters of marque "to sett upon by force of armes, and to take and apprehend upon the seas any of the ships or goodes of the subjectes of the" King of Spain or the United Provinces. By the third it was ordered that all captured ships and goods were to be returned to an English port. The fourth stated that all ships and goods taken were to be kept



"in safety and no parte of them solde, spoyled, wasted or diminished nor the bulke thereof broken untill judgement hath first passed in the High Courte of Admiraltie that the said goodes are lawfull prize otherwise the saide commission to all purposes to be voide."

Article five, however, provided for the sale of perishable goods before adjudication. Article six ordered those taking up letters of marque not to

"attempt aniething against anie of his Majestie's loving subjectes or the subjectes of anie other prince or state in good league and amitie with his Majesty, but onely against the subjectes of the king of Spaine of the Low Countries afore-said."

Upon adjudication, article seven stated that the new owners of the goods could

"make sale and dispose thereof in open market or howsoever else to their best advantage and benefite in as ample maner as at any time heretofore hath beene accustomed by way of reprisall and to have and enjoy the same as lawfull prizes and as their owne proper goodes."

Article eight affirmed that those involved in privateering ventures "shall not in any manner of wise be reputed or challenged for anie offender against his Majesties lawes". By article nine it was stated that anyone could buy goods adjudged as lawful prize

"without anie danger, losse, hindrance, trouble, molestacion or incumbrance....as if the said goodes had bene comen by through the lawfull traffique of marchantes or as just prizes in the tyme of open warre."

Those taking up letters of marque were ordered, by article ten, to

notify the Lord Admiral of the name of the ship and her tonnage; the name of the captain or owner of the ship, with the number of men in her; the length of time for which the ship was victualled, "to the intent that there may be an accompt made thereof at their retourne". The final article stated that after prizes had been taken and

"inventoried, appraised and adjudged for lawfull prise...such quantitie thereof as shall countervaile the losse and dommages of the takers shall be delivered to them and the residue and remainder shalbe kept in safe sequestracion and deposit for the use of the proprietors."

These orders were based on those set down by the Privy Council in 1585; in certain cases they are word for word identical. There are, however, some significant differences. First, the 1585 orders contain no provision for the adjudication of prizes in the High Court of Admiralty; it was not until 1589 that this practice was begun. Because of this, article five in the 1625 orders, providing for the sale of perishable goods before adjudication, was unnecessary in the 1585 orders. More important was the inclusion of a new article in the orders of 1625. This was article eleven, which provided for the return of the "residue and remainder" of prizes to the original owners, once the captors had received "such quantitie thereof as shall countervaile" their losses.<sup>105</sup> The inclusion of this article indicates that in January 1625 the government did not yet envisage a war of reprisal as occurred between 1585 and 1603; that it wished to limit the scale of reprisals as much as possible.

It is clear that King James saw the issue of letters of marque only as a means whereby English citizens, wronged by the subjects of Spain and the United Provinces, could obtain redress. While this may have been the initial attitude of Queen Elizabeth in 1585, within a very short

period the large scale issue of letters of marque was seen as a means of maintaining hostilities against Spain without directly involving the state. Thus, whereas Elizabeth came to see the issue of letters of marque as something of a substitute for open war against Spain, James saw it as a means to prevent war.

This difference in the attitude of the two sovereigns is reflected in the degree of control their governments exercised over the granting of letters of marque. Theoretically, from 1585 to 1603 letters of marque were only issued to merchants and others claiming to have suffered specific losses at the hands of Spain. In practice, however, the proving of such losses was very lax: no one who wanted a letter of marque was ever refused. By contrast during the early months of 1625, when James was still King, the government exercised far greater restraint over the issue of such commissions. On 4 March 1625 Edward Nicholas refused to obtain a letter of marque for one Burley until he gave proof of the losses he claimed had been inflicted upon him by the Spaniards in the Low Countries.<sup>106</sup> In addition, the process of proving loss seems to have been subject to careful checks. On being authorised to issue letters of marque the Lord Admiral ordered the judge of the Court of Admiralty to "receave such complaints as shalbee brought unto you by any of his Majestie's subjects", and to take "sufficient prooffe of the justnes" of these complaints. The judge was then to certify Buckingham of these, so that he could issue "particuler order for the graunting of commissions of reprisall to them".<sup>107</sup> Copies survive of about twelve detailed depositions, made before the judge, of English men plundered at sea by Flemish or Dutch privateers, dating from 14 March to 23 July 1625.<sup>108</sup> From the certificates of losses drawn up by the judge it seems that considerable effort was taken to corroborate the depositions of those



claiming loss. In that for Sir John Wentworth, the judge stated that letters written by William Trumbull and "other peeces shewed now unto me" supported Wentworth's claim.<sup>109</sup> Such care in checking the claims of injured parties was rare during the Elizabethan war, and was to become so after September 1625 when the government changed its policy towards privateering and encouraged its development on a large scale.

The death of James I on 27 March 1625 aroused hopes that a more vigorous attitude towards Spain would be taken.<sup>110</sup> The accession of Charles, however, led to no immediate change in the situation. On 18 April 1625 the Venetian ambassador in London reported

"they will not alter the old commissions from what I learn, as the king does not wish at the outset to appear to want war with the Spaniards, but he will shut his eyes to what is being done."<sup>111</sup>

The turbulent conditions prevalent at sea continued however: in particular there was no respite in the depredations of privateers operating from the Spanish Netherlands. Conditions at sea were made more dangerous by the appearance of Turkish pirates off the south western coasts of the Kingdom. In the House of Commons, in August 1625, John Barker of Bristol claimed that these pirates had taken in less than two months "above 50 shippes and 1000 men" of "sundrye nations...in so much as scarce any dare put to sea, to goe from porte to porte."<sup>112</sup>

In response to the continued threat to English merchant shipping orders were issued to the Attorney-General, on 29 March 1625, for the renewal of the Lord Admiral's commission to issue letters of marque, which had been invalidated by the death of King James. This was issued



on 7 April in exactly the same terms as the commission of 14 February. Similarly the Orders set down by the Privy Council on 19 January were re-issued on 30 April with no changes.<sup>113</sup>

The renewal of this commission went ahead despite attempts by the government in the Spanish Netherlands to come to some agreement with the new King. On 2 May 1625 the Venetian ambassador in London reported that

"Flemish and Spanish agents went to audience to pay the fitting respects and offered him satisfaction for the recent reprisals, although they claim the captures were justified by the terms of the peace. The king received their offices graciously, but said he had made sure of satisfaction already by granting letters of marque for those concerned to recoup themselves."<sup>114</sup>

Because of this, the ambassador wrote later, "we hear nothing of ambassadors from the infanta, to which she was apparently much disposed before."<sup>115</sup>

Apart from this hardening of attitudes on both sides, the organization and control of privateering continued in the same manner as under James I. Letters of marque were only issued to those who could prove loss in the High Court of Admiralty, and then only after the usual diplomatic channels for redress had been exhausted. Thus on 5 May 1625 the Privy Council ordered William Trumbull to "endeavour and negotiate roundly and effectually the speedie and entire restitution" of an English ship seized and detained at Dunkirk. The Council warned that "if justice be denied or delayed there", the King was resolved to issue letters of marque "for the vindicateing and reparing of their owne wronges".<sup>116</sup>

By restricting reprisals to this level the government, for the moment, was able to prevent the escalation of conflict into a privateering war on the Elizabethan model. At the same time, however, warlike preparations in other directions were being stepped-up.

On 9 April 1625 the King ordered the formation of a Committee of the Privy Council to advise him on foreign affairs; one of its first decisions was to allow Mansfeld to go to the aid of Breda - a course of action which James had refused to allow. During April 1625 Sir Walter Aston, the English ambassador in Spain, returned home. According to Salvetti, the Tuscan resident in London,

"if King James had been alive, His Excellency would have returned in due time to his post; but, owing to the great change in policy which has taken place, he will not. He has consequently sent for his family and suite, all of whom he had left in Spain. If any representative is sent to the Spanish Court, it will be some one of less rank. In all probability the Secretary of Sir Walter Aston will be appointed."<sup>117</sup>

Towards the end of May Charles agreed to supply the King of Denmark, busily fighting against the Habsburg menace in north Germany, with £30,000 a month: before the month was out £46,000 had been handed over on account. In April steps were taken to prepare the fleet: it was decided that twelve of the King's ships, twenty armed merchantmen and fifty colliers should rendezvous at Plymouth in June. Meanwhile, the Dutch had agreed to cooperate in a naval attack on Spain. Symptomatic of the growing warmth in Anglo-Dutch relations was the willingness, expressed by the Dutch, to "bring to trial the perpetrators of the massacre of Amboyna".<sup>118</sup>

At the same time, however, the hopes of Charles and Buckingham for an offensive and defensive alliance with France began to recede. In May 1625 Buckingham visited France with the purpose of urging the government to greater anti-Spanish activity. He was only partially successful. The arrival of the new Queen, Henrietta Maria, on 12 June and her petty difficulties with Charles, further soured relations between the two courts.

This cautious attitude of the French was probably instrumental in holding back Charles from declaring war against Spain: so far, despite all the preparations, no such declaration had been issued. Thus in the early plans of May 1625 it was decided that Buckingham should command the fleet, but "that he should receive his commission from Frederick the titular King of Bohemia."<sup>119</sup> In such a way an English fleet could attack Spanish territory and yet would "avoid subjecting England to reprisals from Spain."<sup>120</sup> On 30 May 1625 Salvetti reported that wherever the fleet went "it is to be in the name of the Prince Palatine, called here the King of Bohemia, with the object of maintaining outwardly a semblance of peace with Spain." But, he added, "it is impossible to disguise the hostile feelings of this people, and an open rupture is sooner or later inevitable."<sup>121</sup>

It was against the background of these preparations that Parliament met on 18 June 1625. The King and his supporters needed a large supply for the prosecution of their plans, which included substantial financial aid to the King of Denmark, support for Mansfeld, and the preparation of the fleet for service at sea. As Salvetti observed on 25 April 1625, "till such time as Parliament meets, to provide subsidies for these and other expenses, the government of the King must get on badly with so many undertakings in hand." He believed, however, that



"Such...is the popularity of a war with Spain that it is believed that Parliament will willingly provide money."<sup>122</sup>

To support his appeal for supply the King argued he was engaged "in the advice given by the Parliament for breakinge the treatyes for recovery of the Palatinat, and of his highnes' marriage with Spaine."<sup>123</sup> Many in the Commons were unconvinced by this argument and those who supported war with Spain were unwilling to subsidise Mansfeld or the King of Denmark: their "conception of the war was more suited to 1588 than to 1625, and the mazes of European politics formed for them a labyrinth without a thread."<sup>124</sup> Indeed, in opposing a greater supply than two subsidies Sir Robert Phelips argued "There is noe engagement; the promises and declaracions of the last Parliament were in respect of a warr: wee know yet of noe warr nor of any enemy."<sup>125</sup> As a result, the House agreed to pass a supply of about £140,000.

This sum was quite inadequate for the plans proposed by Charles and Buckingham and when Parliament met in Oxford, having been adjourned there to avoid the plague in London, appeals were made for further supply. The King urged Parliament to consider "the great preparations he had made, though they had cost him great somms of money, yet it were better halfe the shippes should perish in the sea then that the fleete should not now goe out."<sup>126</sup> Secretary Conway followed, arguing that the "honor and safety of this nation and religion are at the stake: if wee now growe colde, the Princes of Germany will devide, the Kinge of Fraunce come in as a partye to the Catholicke league; the Kinge of Denmarke make his peace with the Emperor".<sup>127</sup> The Commons, however, were unmoved: the following day, in the debate on supply, Sir Simon Weston declared that "Causes



ought to be exprest before effects. Let us first desyer to know our enemy before we agree to contribute to a warr."<sup>128</sup> Similarly, Sir Nathaniel Rich urged on 6 August 1625 "there is a necessitie that his Majestie should declare the enemy to give us satisfaccion".<sup>129</sup> There was no doubt about who this enemy should be: two days later Sir Miles Fleetwood wished "That wee may have a warre declared against Spaine."<sup>130</sup> The King's reluctance to name an enemy, however, only fuelled suspicions in the Commons about the commitment of the government to the proposed war and rendered the possibility of obtaining further supply more difficult.<sup>131</sup>

On 9 August 1625 Buckingham urged Parliament to make Charles "cheiffe of this warr, and by that", he went on,

"you shall give his allyes better assistance then if you gave them 100,000<sup>li</sup> a moneth What is it for his allyes to scratche with the Kinge of Spayne, to wynn a battle today, and loose on tomorrowe, and to get or lose a towne by snatches? But to goe with a conquest by land, the Kinge of Spayne is so stronge, it is impossible to doe. But let my master be cheiffe of the warr, and make a diversion, the enemye spends the more; he must draw from other places, and so you give to them. By this kind of warr you send no coyne out of the kingdome; that which cometh from the subject is beeffe, butter, etc., will returne to you agayne in better commodities, and so the realme not impoverisht."

To sweeten the pill he stated.

"my master gave me command to bidd you name the enemy yourselves. Put the sworde into his hands, and he will maintayne the warr... When you have declard whom you will have for your enemye, demand letters of marte, none shalbe denyed; and I have not bene so idle but I shall make propositions wher your selves may goe and have the hony of the business."<sup>132</sup>

Despite Buckingham's appeal there was still little support for the proposal of giving further supply to the crown. In the ensuing debate, Maynard

"spoke of the managinge of the warr, rather then to the supply of the Kinge; hee did not approve land service, nor letters of marte, but would have three poyntes commended to his Majestie, 1. The declaration of a warr; 2. A legue offensive and defensivewith the Hollenders; 3. The erection of a West India Company."<sup>133</sup>

Delbridge opposed further supply because

"now ther are nothings but discouragements, pardons to Jesuites, the newes from Rochell, for which towne wee have heartofore had publicke fastinge; the interruption of the fishing trade, the losses by pirates; so that, whereas wee returned the last tyme with fastinge and prayer, now wee may retorne with sackclothe and ashes."<sup>134</sup>

Rolles echoed the complaints about pirates, arguing against further supply because

"there was no such necessity, and yet if it were admitted, it was no sufficient reason, as well in respect of our other greevances, as that wee shall have little hope of this navy to do good abroad, that cannot keepe our owne coasts from beinge infected by Turkish pirats."<sup>135</sup>

Further debate was proving fruitless, and proceedings threatened to take a dangerous course when Sir Edward Coke began to examine the "leake in the Kinge's estate, of the qualityes of a counsellor, of the danger to great men if they misledd the Kinge, or affect to goe alone against the counsells of other men".<sup>136</sup> The following day Sir Henry Marten, sitting in his first Parliament, made a final appeal for further supply; the failure of this led to the dissolution of Parliament.

The Parliament of 1625 was of profound significance for the future development of hostilities against Spain. The reluctance of M.P.'s to grant the crown further supply undermined the war effort right from the start. Moreover, during the Parliament Buckingham indicated that he was willing to relax the government's strict control of privateering: although his offer to issue letters of marque to all who desired them was clearly a bargaining-counter to gain further supply, it is likely that it was also an accurate reflection of the changing attitude of the government towards maritime hostilities. Even if this were not the case, the failure of Buckingham's appeal for further supply reduced the options open to the crown and made a war in the Elizabethan manner increasingly attractive.

Despite the failure to obtain more supply from Parliament, preparations for the war continued. Shortly after the dismissal of Parliament the Privy Council agreed to continue preparations for the fleet, and to the issue of Privy Seals to raise what was "practically a forced loan" to meet its expenses.<sup>137</sup> On 2 August 1625, by a convention signed at The Hague, the "Dutch agreed to add twenty ships to the English fleet".<sup>138</sup> The Spanish agent in England urged Charles not to conclude a closer alliance with the Dutch "because that would mean breaking off all hopes and friendly feeling, to the loss of all Christendom."<sup>139</sup> The appeal was ignored: England and the United Provinces entered a formal alliance outlined in the treaty of Southampton signed on 17 September 1625, and subsequently ratified on 20 December 1625.

The first article of the treaty declared that there was to be an offensive and defensive alliance between the King of England and the United Provinces,



"afin d'assaillir le Roy d'Espagne a guerre ouverte, en tous ses royaumes, terres, subjects, et droicts, en tous lieux deçá et delá la ligne, par mer et par terre." <sup>140</sup>

The alliance was to continue as long as the King of Spain

"continuera de pretendre par guerre, voyes de faict, et autres ambitieuses menées, sur la liberté et droicts desdites Provinces Unies, et que la dignité ,electorale, terres, et autre estats patrimoniaux du Palatinat, demeureront occupez par luy, ou par ses adherens; au moins pour la terme de quinze ans." <sup>141</sup>

During this period the two allies agreed to equip one or more fleets "to invade the enemy's ports and destroy his commerce in Europe and the two Indies." <sup>142</sup> In addition, neither ally was to treat separately with Spain for peace. Other articles dealt with the operations of the fleets, the division of prizes, and the problem of contraband. It was agreed that "Letters of marque and reprisal against the subjects of either confederate were annulled." <sup>143</sup>

Overall the treaty reflected the English government's inability to finance large scale operations on the continent, for while it "fixed accurately the part to be taken by the two countries in common maritime enterprise...everything relating to hostilities on land was expressed in vague generalities." <sup>144</sup>

Symptomatic of the changing situation was the recall of William Trumbull from Brussels. Trumbull had been used by the Privy Council to intercede with the council in the Spanish Netherlands on the behalf of the English merchants, whose ships had been plundered at sea by Flemish

privateers. It was only after the failure of his intercession that the Privy Council agreed to the issue of letters of marque.

His recall indicates that the English government was now no longer interested in using diplomatic means to resolve cases of plunder. Along with Buckingham's comments to the 1625 Parliament, this was a clear indication that the government was prepared to encourage privateering on a much larger scale than it had previously countenanced.

The series of measures taken by the government during August and September 1625 indicated, according to S.R. Gardiner, that England had "now openly broken with Spain."<sup>145</sup> On 23 September 1625 the Venetian ambassador in London reported that "the king has come out openly as the enemy of the Spaniards, the alliance with the States being public." He added that the "Dutch ambassadors rejoice at having made this king the enemy of the Spaniards, and joined interests, as even Queen Elizabeth did not make open war, but helped her friends covertly, and carried out her designs and piracies in the name of her captains."<sup>146</sup>

It is unlikely, however, that the break with Spain was as decisive and clear cut as the Venetian ambassador or the Dutch believed. On 29 September 1625, for example, Salvetti reported that a Spanish agent, sent to England to warn "that if the naval expedition about to sail injures any part of his (i.e. the King of Spain) dominions he will declare" war, was told "that the force was to serve the Prince Palatine, the King's brother-in-law, and that this need be no cause of war. His Catholic Majesty had in the same manner succoured the Emperor against the Prince without peace being broken."<sup>147</sup> The Dutch were clearly worried by this attitude and early in October 1625 the Venetian ambassador

reported that "They declare that the king will not take cover under the name of others, but will give the orders himself. The Dutch ambassadors said they had a promise of this."<sup>148</sup> In fact the Dutch were to be disappointed, for as Charles pointed out in June 1629, the expedition to Cadiz "was performed in the name of our brother-in-lawe and deare sister as a German quarrell, in revenge of the invasion was made by the Spaniard upon the Palatinat."<sup>149</sup> At the end of the 1626 parliament, indeed, one M.P. commented that "it would do much good if the King would proclaim open war with Spain."<sup>150</sup>

It was precisely in an ambiguous situation such as this, in which hostilities were opened up against Spain but open war was denied, that the issue of letters of marque in the Elizabethan fashion was appropriate. On 17 September 1625 the Venetian ambassador reported that to

"obtain an excuse for issuing letters of marque for reprisals they propose to ask the Infanta for payment of the debts which many places in Flanders, and Brabant in particular, owe for loans made by Queen Elizabeth in the time of M. d'Alençon, crowned Duke of Brabant."<sup>151</sup>

A few days later he reported

"They have already issued many letters of marque to privateers to make reprisals, without seeking the slightest excuse. This will inflict heavy loss upon the Spaniards and Flemings, and the decision has highly pleased the people here. They have sent an express to recall the king's resident with the Infanta; everything points to war."<sup>152</sup>

It was, therefore, from September 1625 onwards that large scale hostilities against Spain began. Henceforth English vessels sailing on voyages of reprisal and plunder were to fill the seas as they had done in the period from 1585 to 1603.



4. The privateering wars 1625-1630

The first step in the privateering wars was taken on 2 September 1625 when Charles ordered Sir Robert Heath, the Solicitor-General, to prepare a commission for the Lord Admiral, authorising him to issue letters of marque<sup>153</sup> against the King of Spain or his subjects. The commission was to "be made as ample & large as any hath heretofore bene issued to any highe Admirall of this our Realme."<sup>154</sup> It was issued to Buckingham on 17 September 1625 in almost the same terms as the previous commissions of that year, with the important difference that the United Provinces was excluded.<sup>155</sup> English subjects who had suffered losses or damages at the hands of Spain were to be "lycensed to stave apprehend and take the Shippes and Goodes of the saide Kinge of Spaine or his Subjects, according to their severall Cases wheresoever the same shalbe found upon the Seas, or within any Port or Partes within or without Our Realmes and Domynions".<sup>156</sup>

On 2 November 1625 Buckingham received another commission authorizing him to issue letters of marque out of the High Court of Admiralty. Previous commissions to the Lord Admiral had only stated that letters of marque "shalbe graunted to those Persons particularly and respectively who have susteyned the aforesaide Wronges";<sup>157</sup> the new commission provided for future contingencies: letters of marque "shall be granted to those Persons particularly and respectively who have susteyned, or shall hereafter susteyne, such Wrongs, Losses and Damages as aforesaide, and shall desire the same."<sup>158</sup>

The following day, on 3 November 1625, the Privy Council drew up a series of orders for "marchautes and owners" taking out letters

of marque, which were clearly based upon the earlier orders issued in February 1625.<sup>159</sup> There were, however, some differences which reflect the changed attitude of the government towards maritime hostilities, and of its desire to encourage privateering. The most significant of these differences concerned the omission of article 11 of the February orders from those issued in November.

This article 11 stated that once prizes had been adjudged lawful and the captors had received "such quantitie thereof as shall countervaille" their losses and damages, "the residue and remainder shalbe kept in safe sequestracion and deposit for the use of the proprietors."<sup>160</sup> This procedure was in accordance with the theoretical justification of reprisals by which letters of marque were issued to enable the recipients to recover only the value of their alleged losses.<sup>161</sup> In reality, however this procedure, especially during war time, was overlooked and it "seems that the possessor of letters of reprisal might go on recouping himself for an indefinite time without being called to account provided he did not cause any acute diplomatic difficulties."<sup>162</sup> The exclusion of article 11 from the November orders indicates that the idea of limited reprisals had been quietly dropped. These changes in the November orders brought them more into line with those issued in 1585: another indication that the government now envisaged a war of reprisals on the Elizabethan scale.

During the early years of hostilities, from 1625 to 1628, the policy of the government was to encourage privateering as much as possible, often regardless of the consequences for neutral shipping. This was probably the personal policy of Buckingham, who as Lord Admiral had

an economic interest in privateering.<sup>163</sup> Buckingham seems to have had little sympathy for the complaints of neutral states. When the Venetian ambassador conferred with the Duke, early in 1626, about the seizure of Venetian goods in the Faith he was told that the "King is determined to break the trade of" Spain,

"and we must not cry out before we are hurt, or claim papers or think that they have designs upon their goods; that is not the English way, and so forth, with far more heat than was necessary and as if it was my business to prove that the goods belonged to Venetians and not his to show that they were Spanish."<sup>164</sup>

The ambassad<sup>o</sup>r reported that Buckingham

"cares little that all nations are offended, even the Hanse towns, and that remonstrances are made every day. He expects, apparently, to obtain a lot of money, to supply their needs, but it will prove a most pernicious provision; he expects to do the same by reprisals, and there is no vessel now, whatever its strength, but carries letters of marque."<sup>165</sup>

The attempt by the government to encourage privateering is evident in various Privy Council orders, issued during 1626 and 1627, concerning the maritime war. The first, issued on 25 April 1626, reduced the value of bonds which promoters of privateering ventures had to take up before their ships could put to sea. Thus when the Council was informed "that many men doe forbear to take forth letters of reprizall by reason of the great summes wherein it is required that they should become bound at the setting forth of the shipp's", they ordered that in future no bond "shalbee taken of any greater somme than 2000li. for the greatest shipp's...and that it is left unto the discretion of the Judge of the Admiralty to take bond of a lesser somme for shipp's of a



lesser burthen to bee proporcioned to their burden."<sup>166</sup> The Council justified their action by declaring that if "more encouragement were given to such as might bee willinge to sett forth shippes upon letters of reprizall it might tend both to the impeachment of his Majestie's enemies and to the securing of his owne coastes."<sup>167</sup>

This was followed shortly after by an order allowing bulk to be broken in certain circumstances. The order was in response to an appeal from "divers marchants, who desire to be assisted by letters of reprizall for their better safetie in theire marchantly voyages".<sup>168</sup> The merchants pointed out that the "strict observation" of the orders which the Privy Council had drawn up on 3 November 1625, for "merchants and owners" taking out letters of marque,

"cannot fittly stand with theire courses, who, if they should, being outward bound, meete in theire way with a prize, and happely overcome it, could not possibly turne home with that prize, or send it hither with any parte of theire necessary company, without ether an otter overthrow to theire intended voyage, or an apparent hazard of the same, and therefore must, of necessity, breake bulke...<sup>as.....</sup> circumstances shall inforce them".<sup>169</sup>

The Council agreed with the merchants and gave permission for bulk to be broken, "Provided alwaies, that the persons employed in the sale and alienatinge of the prizes...shall yield a just and true accompt of the" proceeds.

The following year the Privy Council issued orders to speed up procedure in the High Court of Admiralty and took steps to deal with any unjust claims to prizes captured by English privateers. On 4 May 1627 the Council ordered, "with his Majestie's approbacion that all causes

concerning letters of marque and reprisall shalbe summarily heard and determined by the Judge..., without admitting anie unnecessary delay".<sup>170</sup> Proceedings in the High Court of Admiralty, however, were already summary and while the Council's order may have been a genuine attempt to prevent the build up of a backlog of cases, it showed little sensitivity to the requirements of plaintiffs from neutral states who needed time to procure the requisite proofs of ownership from the continent. Indeed, the aggravation this created led to the ambassador of the United Provinces complaining to the Privy Council in November 1629 "of the greate haste, and (as he termeth it) precipitation which is used here in the Court of Admiraltie in giving sentence against the Ships and goods belonging to the Inhabitantes of those Provinces".<sup>171</sup>

On 15 June 1627 the Privy Council issued an order to prevent any unjust pretences to prizes. This followed complaints to the Council "that divers persons who with letters of marque bring in prizes are much prejudiced and discouraged by reason of the untrue pretences of many aswell his Majesty's subjects as strangers that upon false claymes doe putt them to unnecessary trouble and charges".<sup>172</sup> The Council ordered that in future the judge of the admiralty

"shall take good bonds with sufficient suerties of all such as shall.... hereafter make pretence or clayme to any shipp or goods brought in as prize... to make double recompence according to that which the Court shall judge (if their claime prove coullerable and injurious) for the costs, charges and expences sustained by occasion of such false claymes in loss of tyme, charges of court, stay of shipps, and lessening the value of the goods, either in price, goodnes or otherwise."<sup>173</sup>

The problem was dealt with further in a proclamation of 25 June 1627,

warning

"all Persons of what Degree or Qualitie whatsoever whome itt may concerne, that they nor any of them, doe from henceforth dare adventure to raise or to mainteine or defend such unjuste Claymes or Pretences hereafter",<sup>174</sup>

The Attorney-General was ordered to proceed against any offenders in the Court of the Star Chamber "as Persons offending againste publike Justice, and Contemners of this Our Proclamation and Royall Pleasure". Moreover,

"if anye Attestations shalbee brought from anye State, Cittie, Towne or Person in forreine Parts, to collour anye such Goods unduely, and the same shall in due Course of Justice bee discovered and proved, Wee are resolved soe farre to undervalewe the Reputation of that State, Cittie, Towne and Person, that neither Wee Our selves, nor Our Courts of Justice, shall att anye Tyme after give anye Creditt to the Testimonie or Attestation of these, who have once indeavoured in that Manner to defraude or abuse Us or Our People."<sup>175</sup>

The tenor of the latter part of this proclamation can hardly have been welcome to the port towns of north-east Europe, or other neutral states, whose ships were regularly being seized by English privateers, sometimes in very dubious circumstances.<sup>176</sup> Indeed, the Venetian ambassad<sup>o</sup>r believed that the "permission to go privateering is most pernicious, because when they get to sea they want to recoup themselves from friends as well as enemies."<sup>177</sup>

These attempts by the Privy Council to meet demands for changes in the regulation of privateering, or to prevent "divers persons... with letters of marque" from being "prejudiced", illustrate the efforts



taken to encourage private adventurers during the early years of hostilities. At the same time they weakened the control of the government over the privateering war: how, for example, could abuse of the order on breaking bulk be prevented? By encouraging privateering the government risked an inundation of complaints from neutral states as more and more reprisal ships went hunting for prizes. Clearly in the early years of the war the government felt the risk worth taking, as Buckingham's comments to the Venetian ambassador in 1626 show. This policy, however, was to provide the seeds of a bitter harvest in 1629 and 1630 when complaints from neutral states mounted up. It was partly in response to such complaints that some of the orders of these early years were amended.<sup>178</sup>

By the middle of 1627 England was also at war with France. Relations between the two countries had deteriorated badly after the failure of Charles and Buckingham to secure a close alliance with Louis XIII against Spain. Problems also arose over the loss of several English vessels to the French King, over the Huguenot problem, focussing especially on La Rochelle, and over the unhappy relations between Charles and his French wife, Henrietta Maria. The tense state of relations between the two countries was exacerbated when English privateers and the King's fleet began to seize French merchantmen suspected of carrying contraband to the Spanish Netherlands. "The principal offence to the English" wrote Salvetti,

"consists in the resolution of the French to carry in their trading ships goods belonging to the subjects of Her Serene Highness the Infanta of Brussels, which goods the English insist on confiscating, thus creating innumerable difficulties, and rushing on so many hidden dangers, that to avoid them they would do well to shut their eyes to the transport of these cargoes."<sup>179</sup>

The irregular proceedings which followed the seizure of these ships further angered the French. Some of the merchandise was sold off before condemnation in the High Court of Admiralty; some ships, of which the St. Peter is the most notorious case, "were acquitted" in the "Court of Admiralty from being prizes, and, nevertheless, were afterwards arrested again".<sup>180</sup> On 3 March 1626 it was reported that the "business of the French ship called the St. Peter, of Newhaven... troubleth the whole state, and being like to prove, if not accommodated, the cause of a breach, if not a war".<sup>181</sup> The French government retaliated by ordering the arrest of English goods in Rouen and Rennes, but this did little to halt the growing wave of English plunder.<sup>182</sup>

This cycle of reprisal and counter-reprisal continued throughout 1626; by the end of the year the two countries were slowly drifting into war. In November 1626, when four English vessels were stopped off La Rochelle, the merchants "concerned in them and in the general embargo upon English property" in France appeared before the Privy Council "clamouring for letters of marque to fit out privateers against the French."<sup>183</sup> For the "present, the King refused to issue letters of marque";<sup>184</sup> "or at least", reported the Venetian ambassador, "the decision is deferred until France's decision upon the negotiations of the ambassador extraordinary, who will discuss the matter there."<sup>185</sup> By December 1626, however, the ambassador reported that Charles was so exasperated that he "wished hastily to allow the merchants, who insist on doing so, to fit out privateers against the French", and was only restrained from doing so "by the Council, although with much difficulty."<sup>186</sup> Shortly after, the government drew up orders "for a further seizure of French property in England."<sup>187</sup> On 4 December 1626 Salvetti reported from London that

"not to be idle on this side, and as a compensation for all that the French have done, it has been conceded to merchants, subjects of this country, to confiscate all the French goods which came from those ports and cities in which English property was seized, and, in the event of these not being enough, letters of marque will be issued to them to enable them to make reprisals at sea."<sup>188</sup>

During the early months of 1627 "Ceaseless attacks"<sup>189</sup> were made on French shipping. Although England was "at open war with Spain she does nothing against her", reported the Venetian ambassador, "but plunders French ships instead."<sup>190</sup> In March 1627 Sir John Pennington, admiral of one of the King's fleets, was "let loose upon" the French;<sup>191</sup> "with only six ships of war" he captured twenty vessels reputedly "of the value of four hundred thousand crowns".<sup>192</sup> By this time, in fact, the government had decided to issue letters of marque against France.

On 21 February 1627 the Privy Council allowed the Lord Admiral to issue instructions to "diverse particular persons that goe forth with letters of marque against the enemy", allowing them "as they pass on their voyages" to make stay of "and send into his Majesty's ports such French shippes as they meete with, and not pillage them...and have such goods as they shall proove to belong to the Spaniards".<sup>193</sup> Three weeks later, on 14 March 1627, the Attorney-General was ordered to prepare a "comission in usuall forme to be past under the greate seale, authorizing the Lord Admirall to grant letters of reprisall against any of the subjectes of the French king to all such of his Majestie's subjectes as shall desire the same."<sup>194</sup> This was issued on 19 March 1627, and empowered Buckingham



"to graunte unto any of Our Subjects, having susteyned Loss or Damage....., that shall desire the same, Letters of Reprisall against any the Subjects of the French King, and to dispose of the Shippes and Goods soe to be taken by Way of Prize in such Sort and Manner as in the like Cases hath bene accustomed".<sup>195</sup>

Unlike the previous commissions to Buckingham, however, which had been justified by the plunder of English men at sea, this only concerned those English merchants whose "Shippes, Goods, Marchandize and Debts"<sup>196</sup> had been arrested in France. No mention was made of losses at sea and it seems clear that initially letters of marque were only to be issued to those who had suffered by the arrests in France. By 19 April 1627, however, Salvetti reported that "letters of marque are given to whoever asks for them."<sup>197</sup> Indeed on 20 April 1627 a new commission was issued to Buckingham which authorized him to grant "Letters of Marque or Reprisall" against the French, not only to English merchants whose goods had been arrested in France, but also to "many of our loveing Subjects (who) have sustained divers and sundrie great Wrongs, Losses and Damages, as well at Sea, as in sundrie Ports and Places of or belonging to the said King of France, by the said King and his Subjects, in supprising and taking their Shippes, Goods and Merchandize and otherwise."<sup>198</sup>

All these commissions signalled a gradual stepping up of hostilities with France; the issue of the last one bringing the conflict with France into line with the privateering war against Spain. Accordingly, the orders set down by the Privy Council, on 27 April 1627, for "such marchants and owners" taking up letters of marque against the French were issued in exactly the same terms as those for Spain, which had been drawn up on 3 November 1625.<sup>199</sup> The attitude of the government to the

maritime war is illustrated by the personal intervention of the King in the procedures of the Court of Admiralty, when on 1 May 1627 he informed Buckingham

"that our intencion & pleasure (is) that in the graunting of such letteres of Marque or Reprisall yow shall not presse any one that desireth the same to make further prooffe of losse or damage then such person or persons shall voluntarily offer & desire to make in that Court, but that yow cause the same to be issued generally & freely to all our Subjects, that shall desire to take the same forth."<sup>200</sup>

At about the same time, the Venetian ambassador reported that Charles promised the merchants taking out letters of marque against France

"that they may at their pleasure receive double the amount of their losses."<sup>201</sup>

Shortly after the decision was taken to issue letters of marque against France the Attorney-General was ordered, on 25 April 1627, to draw up a proclamation "that all goods and comodities of what nature or condicion soever that hereafter shalbe brought in to any his Majestie's kingdomes in any French shipp or bottom whatsoever shalbe confiscated to his Majestie and seized to his use."<sup>202</sup> This probably originated from a suggestion made by Edward Nicholas, to Buckingham, who wished to use a prohibition on the import of any goods in French bottoms to destroy the shipping of that country, and to prevent merchants from unjustly claiming goods aboard French ships.<sup>203</sup> The proclamation was issued on 28 April 1627.<sup>204</sup> It was followed by another on 12 May 1627, which declared that in future all goods and merchandise

"found or taken in anye Porte, Haven or Creeke, or upon the Sea or any River, in any Shippe, Bottome or Vessell, of or belonging to the Frenche Kinge or anye of his Subjects directly or indirectly, to whomsoever the said Goods... doe or shall belonge, shalbee forfeited and confiscated unto Us".<sup>205</sup>

It added, however, that any French ship seized by "anye of Our Subjects or others" by virtue of letters of marque "shalbee...as lawfull Prize... as if this Proclamation had not bene made".<sup>206</sup> The Venetian ambassador believed this was issued to "avoid a crop of claims" over "property belonging to the Dutch, the Hamburgers, the subjects of the Grand Duke"<sup>207</sup> and others, which was on board twenty-one French ships recently seized by captain Pennington.

The following year, in 1628, proclamations were issued concerning Anglo-French trade and contraband. These were similar to those issued against Spain late in 1625 and early 1626. It was these edicts which were the source of so much trouble for the English government as neutral states reacted very keenly to any attempt to control their trade with states at war with one another. During 1628 policy towards these problems began to change: the government began to react much more favourably to complaints from neutral states. In accordance with this, the early decrees on contraband were to be significantly amended during 1629 and 1630.<sup>208</sup>

The shift in government policy which occurred during 1628 coincided roughly with the assassination of Buckingham on 23 August 1628. On 20 September 1628 the office of Lord Admiral was put into commission: Richard Lord Weston, Sir John Coke, Dudley Viscount Dorchester, and the Earls of Lindsey, Pembroke and Dorset were appointed



Commissioners for the Admiralty. On the same day two commissions were issued authorizing the commissioners, or any three of them, to grant warrants to the judge of the Court of Admiralty to issue letters of marque against Spain or France.<sup>209</sup> Shortly after, on 30 September 1628, the Privy Council drew up two identical orders for "Marchants and owners who have and shall have" letters of marque against Spain or France.<sup>210</sup> These were modelled on previous orders but contained an additional article which stated that in future the tenths of prizes "shall be paid to his Majestie's use".<sup>211</sup>

The death of Buckingham paved the way for the emergence of Sir Richard Weston, the Lord Treasurer, as a powerful counsel of peace among the King's servants.<sup>212</sup> By this time, indeed, the failure of successive English expeditions to relieve La Rochelle underlined the futility of continuing hostilities against France. With the mediation of Venice and the United Provinces a peace treaty was signed between England and France at Susa on 14 April 1629.<sup>213</sup> Many of the important questions at issue between the two countries were put off to some future date; it was agreed, however, that prizes taken before the peace were to be kept by the captors, and "captures made within two months of 14 April by ships of either side were" to be restored.<sup>214</sup> Outstanding problems between the two countries were dealt with in the treaty of St. Germain-en-Laye of 19 March 1632.<sup>215</sup>

By 1629 secret negotiations were also taking place between England and Spain; the domestic problems facing the English government left the King with little alternative - without parliamentary support the war effort was collapsing. The resulting treaty of Madrid, signed on 5 November 1630, was "nearly identical" with the Anglo-Spanish

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 peace of 1604. Article 2, which concerned the ending of the privateering war, stated

"that from henceforth all hostility and enmity shall cease, and all the offenses, injuries, and damages, which the parties have in any way sustained, shall be put aside and forgotten; so that in future neither party may have any claims against the other, on account of any damages, offenses, captures, or spoils; but they shall all be annulled, and considered as annulled, from this day forth; and all actions (for the same) shall be regarded as extinguished, saving and except for captures made within the strait of the Narrow Seas after the space of fifteen days, and between the Narrow Seas and the Islands after the space of three months, and beyond the Line after the space of nine months fully ended, to be reckoned from the publication of the peace, or immediately after notice of the peace is sufficiently given within the said limits and places by declarations or by authentic documents which should be respectively shown, because an accounting must be made concerning these and restitution made."<sup>217</sup>

On 3 December 1630 the Privy Council ordered "that from this day forward no Letters of Mart shall be granted against the King of Spaine".<sup>218</sup> Two days later the proclamation declaring the peace was published: except for those men-of-war still at sea "or in remote parts", the privateering war was over.<sup>219</sup>

Footnotes

- 1 Marsden, Law and Custom, I, pp.428-429; S.P. 12/237/14-15.
- 2 William Welwod, An Abridgement of all Sea-Lawes (London, 1613), pp.53-54.
- 3 John Godolphin, A View of the Admiral Jurisdiction (London, 1661), pp.43-44.
- 4 On Welwod, see W. Senior, Early Writers on Maritime Law, The Law Quarterly Review, CXLVII (1921), pp.323-336.
- 5 Marsden, op.cit., p.163. A similar situation occurred in 1544, R.G. Marsden, Early Prize Jurisdiction and Prize Law in England, I, E.H.R., XXIV (1909), p.684.
- 6 Monson's Tracts, I, p.125 footnote.
- 7 S.P. 16/84/43.
- 8 Welwod, op. cit., p.56.
- 9 Godolphin, op. cit., Introduction, unpaginated.
- 10 Edward P. Cheyney, A History of England from the Defeat of the Armada to the Death of Elizabeth, 2 vols. (London and New York, 1914-26), I, pp.471, 551-552.
- 11 Andrews, Elizabethan Privateering, p.3.
- 12 Welwod, op.cit., p.56.
- 13 Quoted by Cheyney, op. cit., I, p.471.



- 14 Ibid., pp.469-470; Julian S. Corbett (ed.), Papers relating to the Navy during the Spanish War, 1585-1587 (Navy Records Society, XI, 1898), pp.36-38.
- 15 H.M.C. Eleventh Report, Appendix, Part 1, p.41.
- 16 A.P.C. 1627-28, p.70.
- 17 See below pp. 32,33.
- 18 Marsden, op. cit., p.427-428.
- 19 Ibid., p.428.
- 20 Monson's Tracts, 4, p.17.
- 21 J.H. Lefroy (ed.), The Historye of the Bermudaes or Summer Islands (Hakluyt Society, LXV, 1882), p.144.
- 22 H.M.C. The Manuscripts of the House of Lords, Addenda 1514-1714, p.222.
- 23 S.P. 16/41/67. The master claimed that the commission was aboard the Transport which had gone to London. For similar examples, see S.P. 16/60/24; 16/166/78.
- 24 Marsden, op. cit., pp.413-416 contains a letter of marque for Humphrey Slaney.
- 25 S.P. 16/167/37.
- 26 S.P. 16/172/116.
- 27 Ibid.

- 28 Ibid.
- 29 The St. James and the prize were probably confiscated by the crown,  
S.P. 16/166/84.
- 30 S.P. 16/171/15; 16/171/20.
- 31 S.P. 16/171/16.
- 32 S.P. 16/171/17. The prize, it was claimed, was worth at least £14,000.
- 33 S.P. 16/530/91.
- 34 Donald Veall, The Popular Movement for Law Reform 1640-1660 (Oxford,  
1970), p.5.
- 35 C.L. Kingsford, Prejudice and Promise in XVth Century England (Oxford,  
1925), p.78.
- 36 Cheyney, op. cit., I, p.498.
- 37 Ibid., p.476.
- 38 C.M. Senior, A Nation of Pirates: English Piracy in its Heyday  
(Newton Abbot, 1976), p.8.
- 39 Cheyney, op. cit., I, p.516.
- 40 Clive Senior, An Investigation of the Activities and Importance of  
English Pirates, 1603-1640 (University of Bristol Ph.D. thesis, 1972),  
p.202.
- 41 C.S.P.V. 1629-32, p.114.

- 42 S.P. 16/158/35, II and III.
- 43 S.P. 16/530/91. The Content was set out by John Gardner, Henry Russell and John Blachford, C.S.P.D. 1628-29, pp.305, 397, 425, 471.
- 44 S.P. 16/530/91.
- 45 Ibid.
- 46 Cheyney, op. cit., I, pp.498-516. For the reign of James, see N. Clayton, The Administration of the Navy, 1603-1628 (University of Leeds Ph.D. thesis, 1935), pp.330-351.
- 47 G.E. Manwaring (ed.), The Life and Works of Sir Henry Mainwaring, 2 vols. (Navy Records Society, LIV and LVI, 1920-21), 2, p.18.
- 48 Senior, <sup>thesis,</sup> op. cit., p.201.
- 49 Manwaring, op. cit., p.21.
- 50 C.S.P.I. 1625-32, p.90.
- 51 Ibid., p.249. In 1627 Edward Nicholas and Sir James Bagg gave their protection to Edward Yeates, who had been a pirate with captain Herriott, C.S.P.D. 1627-28, p.192.
- 52 Senior, <sup>thesis,</sup> op. cit., p.200.
- 53 Ibid., <sup>thesis,</sup> p.301ff. provides a useful compendium of Jacobean pirates.
- 54 C.S.P.D. 1623-25, pp.68, 139; A.P.C. 1621-23, p.260.
- 55 C.S.P.D. 1627-28, p.159. Warrants for letters of marque to be granted were issued on 24 May 1626, 13 August 1627, 14 June 1628, 9 June 1629,



- C.S.P.D. 1625-26, p.338; C.S.P.D. 1628-29, pp.287, 300, 307;  
C.S.P.D. 1629-31, p.154.
- 56 C.S.P.D. 1625-26, p.499.
- 57 C.S.P.D. 1627-28, p.63.
- 58 A.P.C. 1627, p.193; C.S.P.D. 1627-28, p.115.
- 59 C.S.P.D. 1631-33, p.589.
- 60 Marsden, op. cit., p.282.
- 61 On Hippisley, see M.F. Keeler, The Long Parliament, 1640-1641: A Biographical Study of its Members (Philadelphia, 1954), pp.215-216.
- 62 S.P. 16/56/24; 16/56/62.
- 63 S.P. 16/64/46.
- 64 S.P. 16/67/88; 16/67/43.
- 65 Ibid.
- 66 S.P. 16/68/40.
- 67 Ibid. On 3 July Conway also wrote to Sir Henry Marten on Forran's behalf, C.S.P.D. 1627-28, p.241.
- 68 S.R. Gardiner (ed.), Letters relating to the mission of Sir Thomas Roe to Gustavus Adolphus, 1629-1630 (Camden Miscellany, New Series, VII, 1875), pp.13-14.
- 69 S.R. Gardiner, History, V, p.183.

- 70 Robert E. Ruigh, The Parliament of 1624: Politics and Foreign Policy (Cambridge, Mass., 1971), pp.167, 168.
- 71 S.R. Gardiner (ed.), Notes of the Debates in the House of Lords, 1624 and 1626 (Camden Society, New Series XXIV, 1879), p.9; Ruigh, op. cit., p.176.
- 72 Quoted by Ruigh, op. cit., p.181.
- 73 S.R. Gardiner (ed.), Debates in the House of Commons in 1625 (Camden Society, New Series VI, 1873), p.31.
- 74 Basil Montague (ed.), The Works of Francis Bacon, Lord Chancellor of England, 16 vols. (London, 1825-34), 5, p.283.
- 75 Quoted by Ruigh, op. cit., pp.205, 221.
- 76 L.F. Stock (ed.), Proceedings and Debates of the British Parliaments respecting North America, 5 vols. (Washington, 1924-41), 1, pp.61-62.
- 77 Christopher Thompson, The Origins of the Politics of the Parliamentary Middle Group, 1625-1629, Transactions of the Royal Historical Society, 5th series, XXII (1972), p.74.
78. Quoted by Ruigh, op. cit., p.215.
- 79 Ibid., p.216.
- 80 Ibid., p.216; S.R. Gardiner, History, V, p.197.
81. F.G. Davenport (ed.), European Treaties bearing on the History of the United States and its Dependencies, 4 vols. (Washington, 1917-31), 1, p.290.
- 82 S.R. Gardiner, History, V, p.272.

- 83 Quoted, Ibid., p.272.
- 84 Ibid., p.290.
- 85 A.P.C. 1623-25, pp.219-220
- 86 A.P.C. 1623-25, pp.227-228.
- 87 Ibid., p.281.
- 88 Ibid., p.282 and pp.238-239 for the memorial.
- 89 Ibid., p.401.
- 90 G. Edmundson, Anglo-Dutch Rivalry during the First Half of the Seventeenth Century (Oxford, 1911), pp.34-81.
- 91 S.R. Gardiner, History, V, p.277.
- 92 C.S.P.D. 1623-25, p.447; A.P.C. 1623-25, pp.428-429.
- 93 A.P.C. 1623-25, pp.13-14.
- 94 Ibid., p.348.
- 95 C.S.P.D. 1623-25, p.461.
- 96 A.P.C. 1625-26, p.8.
- 97 A.P.C. 1623-25, p.429.
- 98 Ibid., p.429.
- 99 Ibid., p.429.
- 100 Ibid., pp.429-430.



- 101 Ibid., p.441; C.S.P.D. 1623-25, p.470.
- 102 Thomas Rymer, Foedera, XVII, p.668.
- 103 C.S.P.D. 1623-25, pp.452, 476.
- 104 And the subsequent articles, A.P.C. 1623-25, pp.449-451.
- 105 Ibid., p.451.
- 106 C.S.P.D. 1623-25, p.490.
- 107 Marsden, op. cit., p.409.
- 108 S.P. 16/2/23; 16/4/2; 16/4/8; 16/19/118; 16/19/119; H.C.A. 24/224.
- 109 H.C.A. 24/224,f.2; Walter Yonge noted in his diary that Wentworth had been robbed by the Dunkirkers, "with much treasure of the king, to the value of 60,000l.". George Roberts (ed.), Diary of Walter Yonge, Esq., (Camden Society, XL1, 1847), p.79.
- 110 C.S.P.V. 1625-26, p.4.
- 111 Ibid., p.13. Underlined as in calendar.
- 112 S.R. Gardiner (ed.), Debates in the House of Commons in 1625 (Camden Society, New Series VI, 1873), p.117.
- 113 A.P.C. 1625-26, p.37.
- 114 C.S.P.V. 1625-26, p.28.
- 115 Ibid., p.52.
- 116 A.P.C. 1625-26, p.41.

- 117 H.M.C. Eleventh Report, Appendix, Part 1, p.6.
- 118 S.R. Gardiner, History, V, p.324.
- 119 Ibid., p.325.
- 120 Ibid., p.325.
- 121 H.M.C. Eleventh Report, Appendix, Part 1, p.18.
- 122 Ibid., p.7.
- 123 S.R. Gardiner (ed.), Debates in the House of Commons in 1625  
(Camden Society, New Series VI, 1873), p.2.
- 124 S.R. Gardiner, History, V, p.434.
- 125 S.R. Gardiner (ed.), Debates in the House of Commons in 1625  
(Camden Society, New Series VI, 1873), p.31.
- 126 Ibid., p.73.
- 127 Ibid., p.74.
- 128 Ibid., p.77.
- 129 Ibid., p.139.
- 130 Ibid., p.141.
- 131 Conrad Russell, Parliaments and English Politics 1621-1629  
(Oxford, 1979), p.242.
- 132 S.R. Gardiner (ed.), Debates in the House of Commons in 1625  
(Camden Society, New Series VI, 1873), pp.101-102.
- 133 Ibid., p.105.

- 134 Ibid., pp.108-109.
- 135 Ibid., p.114.
- 136 Ibid., p.115.
- 137 S.R. Gardiner, History, VI, p.3.
- 138 F.G. Davenport, op. cit., 1, p.290.
- 139 C.S.P.V. 1625-26, p.148.
- 140 F.G. Davenport, op. cit., 1, p.294.
- 141 Ibid., p.294.
- 142 Ibid., p.291.
- 143 Ibid., p.291.
- 144 S.R. Gardiner, History, VI, p.6.
- 145 Ibid., p.6.
- 146 C.S.P.V. 1625-26, pp.165, 166.
- 147 H.M.C. Eleventh Report, Appendix, Part 1, p.32.
- 148 C.S.P.V. 1625-26, p.176.
- 149 S.R. Gardiner (ed.), Letters relating to the mission of Sir Thomas Roe to Gustavus Adolphus, 1629-1630 (Camden Miscellany, New Series, VII, 1875), p.14; C.S.P.V. 1625-26, p.110. The same justification was used for the expedition to Rē in 1627, C.D. Penn, The Navy under the Early Stuarts and its Influence on English History (London, 1920), p.172.



- 150 Quoted by Conrad Russell, Parliaments and English Politics 1621-1629 (Oxford, 1979), p.288.
- 151 C.S.P.V. 1625-26, p.162.
- 152 Ibid., p.167.
- 153 S.P. 16/115/1.
- 154 Ibid.
- 155 On 17 September 1625 the treaty of Southampton was signed between England and the United Provinces, F.G. Davenport, op. cit., 1, pp.290-299.
- 156 Thomas Rymer, Foedera, XVlll, p.189.
- 157 Ibid., p.189.
- 158 Ibid., p.222.
- 159 A.P.C. 1625-26, pp.229-231.
- 160 A.P.C. 1623-25, p.451.
- 161 John Godolphin, A View of the Admiral Jurisdiction (London, 1661), Introduction, unpaginated.
- 162 Monson's Tracts, 1, p.126 note 8.
- 163 See below pp. 77-79.
- 164 C.S.P.V. 1625-26, p.297.
- 165 Ibid., p.297.
- 166 A.P.C. 1625-26, p.448.

- 167 Ibid., p.448.
- 168 Marsden, op. cit., p.425.
- 169 Ibid., pp.425-426.
- 170 A.P.C. 1627, pp.262-263.
- 171 A.P.C. 1629-30, p.179.
- 172 A.P.C. 1627, pp.348-349.
- 173 Ibid., p.349.
- 174 Thomas Rymer, Foedera, XV111, p.912.
- 175 Ibid., p.912.
- 176 See below pp. 138-157.
- 177 C.S.P.V. 1626-28, p.616 and pp.581-582.
- 178 This policy also affected the issue of letters of marque by the Privy Council in Scotland, which had been authorised to grant such commissions in February 1626, The Register of the Privy Council in Scotland, 1625-27, pp.276-277.
- 179 H.M.C. Eleventh Report, Appendix, Part 1, p.100.
- 180 R.F. Williams (ed.), The Court and Times of Charles the First, 2 vols. (London, 1848), 1, p.85.
- 181 Ibid., pp.83-84.
- 182 Ibid., p.85; H.M.C. Eleventh Report, Appendix, Part 1, p.86.
- 183 C.S.P.V. 1626-28, p.39.

- 184 S.R. Gardiner, History, VI, p.146.
- 185 C.S.P.V. 1626-28, p.39.
- 186 C.S.P.V. 1626-28, p.68.
- 187 S.R. Gardiner, History, VI, p.146; C.S.P.V. 1626-28, p.61.
- 188 H.M.C. Eleventh Report, Appendix, Part 1, p.96.
- 189 Ibid., p.117.
- 190 C.S.P.V. 1626-28, p.61.
- 191 S.R. Gardiner, History, VI, p.160.
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- 193 A.P.C. 1627, p.71.
- 194 Ibid., p.134.
- 195 Thomas Rymer, Foedera, XV111, p.861.
- 196 Ibid, p.861.
- 197 H.M.C. Eleventh Report, Appendix, Part 1, p.117.
- 198 Thomas Rymer, Foedera, XV111, p.887.
- 199 A.P.C. 1627, p.251.
- 200 S.P. 16/62/1
- 201 C.S.P.V. 1626-28, p.216.
- 202 A.P.C. 1627, p.246.



- 203 S.P. 16/58/97.
- 204 Robert Steele (ed.), Tudor and Stuart Proclamations, 1485-1714, 2 vols. (Oxford, 1910), I, p.177.
- 205 Thomas Rymer, Foedera, XV111, p.892.
- 206 Ibid., p.892.
- 207 C.S.P.V. 1626-28, p.216.
- 208 See below pp. 138-157.
- 209 Thomas Rymer, Foedera, XV111, pp.1052-1053; S.P. 12/237/68.
- 210 A.P.C. 1628-29, pp.172-174.
- 211 Ibid., p.174.
- 212 S.R. Gardiner, History, VI, pp.335, 361; M. Van Cleave Alexander, Charles I's Lord Treasurer: Sir Richard Weston, Earl of Portland (1577-1635) (London, 1975) pp.132-133.
- 213 F.G.Davenport, op. cit., 1, pp.300-304.
- 214 R.G. Marsden, Early Prize Jurisdiction and Prize Law in England II, E.H.R., XXV (1910), p.258.
- 215 F.G. Davenport, op. cit., 1, pp.315-323.
- 216 Ibid., p.306; M.J. Havran, Caroline Courtier: The Life of Lord Cottington (London, 1973), pp.96-102.
- 217 F.G. Davenport, op. cit., 1, pp.312-313.
- 218 A.P.C. 1630-31, pp.140-141.
- 219 S.P. 16/176/43.

CHAPTER 2: THE HIGH COURT  
OF ADMIRALTY

The High Court of Admiralty was held "in the disused Church of St. Margaret on the Hill" in Southwark.<sup>1</sup> Its isolated position underlined its inferior status by comparison with the courts of Chancery, Common Pleas, Exchequer, King's Bench and Star Chamber which were situated in "the metropolitan centre".<sup>2</sup> The Court of Admiralty has been described as one of the "lesser tribunals" which were "limited and specialized in their jurisdiction."<sup>3</sup> From the 1580s to the 1630s the court came under serious attack from the common lawyers, who had "begun to challenge just about every aspect of Admiralty jurisdiction."<sup>4</sup> The court was "hindered by prohibitions, needled by common law fictions and faced by hints of redundancy as common law remedies appropriate to bills of exchange and other instruments" were evolved.<sup>5</sup> The future long term trend was one "which would result in the assimilation by the common law of mercantile customs and practices."<sup>6</sup>

At this time, however, the common law was ill-suited to arrogating all mercantile litigation. This "required flexible procedure and quick results": characteristics which were alien to common law proceedings.<sup>7</sup> By contrast, procedure in the High Court of Admiralty was "relatively speedy, its system of direct written examinations was advantageous, and it could employ commissions to examine abroad."<sup>8</sup> Officials in the court had acquired considerable expertise which was very different to that possessed by the common lawyers. It was recognised that specialised techniques were required in the Court of Admiralty; and it was the development of these, especially in the jurisdiction of matters of prize, which boosted :

the ailing strength of the court. By the 1620s it was agreed that prize jurisdiction was a special concern of the court.

The activities of English privateers, however, could seriously affect the foreign relations of the state. The depredation by English men-of-war of neutral vessels suspected of trading with Spain in contraband goods, provoked angry complaints from the Hanseatic ports, Venice, and France after the peace of April 1629. Denmark and the United Provinces, allies of England in the war against Spain, also complained bitterly of attacks on their shipping; increasingly, the Privy Council, sometimes against its will, was drawn into such disputes. The inability of the High Court of Admiralty to deal with the complaints of neutral or friendly states was a fundamental weakness, and raised profound questions over the independence of the court. The problem of contraband, however, was too important to be left in the hands of the admiralty: cases involving the seizure of neutral vessels often contained "matter of so great consequence", and were so "publicly contested", that the judge of the court was sometimes reluctant to pronounce judgement without first consulting the Privy Council.<sup>9</sup>

The jurisdiction and power of the High Court of Admiralty were not merely related to legal considerations; they were also significantly affected by the political position of the Lord Admiral. The "legal jurisdiction" of the Lord Admiral formed the "basis of his political power."<sup>10</sup> For this reason alone it was worth defending; moreover, as Sir Henry Marten pointed out to Buckingham, the court was "your Court of Admiraltie"<sup>11</sup>: attacks on its jurisdiction were also implied attacks on the person of the Lord Admiral, involving his



"prestige...and income."<sup>12</sup> Buckingham was well aware of this; in January 1627, after the Privy Council had issued orders concerning the "stay and release of shippes upon severall occasions" without his knowledge, he bitterly complained of the "empeachments given.....to the jurisdiction of himselfe and of the Courte of Admiraltie".<sup>13</sup> Buckingham keenly resented any action prejudicial to his rights as Lord Admiral; he guarded these rights carefully and expected his officials in the court to do the same.

#### 1. Officials

The Lord Admiral, in addition to being responsible for the administration of the navy, was also the "head of the civil jurisdiction of the admiralty court".<sup>14</sup> The judge of the court was merely a surrogate to the Lord Admiral and subject to his commands and directions.

The Duke of Buckingham was Lord Admiral from 1618 to his assassination in August 1628. Buckingham's rise to power was meteoric: in 1615 he was appointed to the modest position of Gentleman of the Bedchamber, within three years he had the wealth and influence to buy out the ageing Lord Admiral, the Earl of Nottingham. In 1623 he was elevated to a dukedom. Along the way he acquired other offices, pensions and grants of land. Buckingham's rapid rise to power excited admiration and jealousy, which fuelled opposition to him in Parliament. In 1625 Sir Edward Coke observed gravely before the House of Commons, that the "office of Admirall is the greatest office of trust about the King for the benefitt of the Kingdome, it beinge an Iland consistinge of trade, and, therefore" he went on, "it requireth a man of greate experience

and judgemente, which hee cannot attayne unto in a fewe yeeres, and such a one as shall have spent his tyme in the vnderstandinge of it."<sup>15</sup>

The office of Lord Admiral brought Buckingham both honour and wealth. War raised the status of the office and increased the financial rewards. By custom the Lord Admiral received one tenth of all prizes captured by privateers: according to Nicholas, Buckingham's secretary, the tenths were "the greatest and most considerable profit that accrueth to the Lord Admiral."<sup>16</sup> It was for this reason that contemporaries believed the admiralty became something of a gold mine during wars of reprisal. During the latter part of 1623 there were rumours that

"our Great Duke hath certainly a brave desire to War, but in that also, he hath some great end of enriching himself, which he too well loveth, being carried away with that sweet sound, how Nottingham gained yearly during that sicknesse 40,000£ by his Admirals place but what his Majestie gained they find not in the Exchequer or Kingdome." <sup>17</sup>

In 1624 Sir George Chaworth pointedly remarked that if war broke out, he would "rather be in ye office of Admirall of Engd than K of Engd."<sup>18</sup>

The Lord Admiral, therefore, could expect a rich dividend from privateering. It was partly for this reason that Buckingham was keen to encourage privateering during the early years of hostilities. He urged the members of the Parliament of 1625 to demand letters of marque, promising that "none shalbe denied";<sup>19</sup> none, it seems, of those who desired such commissions were refused - in 1628 Buckingham was accused of "treason for granting letters of marque to papists".<sup>20</sup> In such "stirring times"<sup>21</sup> it was "held fitt to encurrage all men that will imploy their shippes to weakeninge and impoverishinge"

the enemy;<sup>22</sup> local admiralty officials were ordered to "be Carefull, and encouraginge to all men that shall in a legall and honest way attempt or endeavor to doe anie thinge for the suppressing of Pyrattes, or weakeninge the enemy".<sup>23</sup> Buckingham, however, was careful that such encouragements to action did not threaten his financial perquisites. Alternative proposals to fight Spain through setting up an English West India Company, discussed in the Parliaments of 1626 and 1628, did not meet with the Lord Admiral's approval. The Venetian ambassador reported in 1629 that such plans were "put aside by the duke, who as admiral did not want the shareholders to have any exemptions granted to them prejudicial to his office".<sup>24</sup>

The economic interest which the Lord Admiral had in all captured prizes could have serious consequences for judicial procedure in the Court of Admiralty, especially if the admiral was also personally involved in fitting out privateers. The Earl of Nottingham, Lord Admiral from 1585 to 1618, had set out many of his ships with letters of marque, and did not hesitate to interfere in "the judicial process when his own profit or that of his followers or retainers was involved."<sup>25</sup> In such circumstances he looked on the judge of the court "not as a disinterested jurist but as the defender of admiralty interests, which were identical with his own".<sup>26</sup> On other occasions he took "action without reference to the court's own orders".<sup>27</sup> Nottingham, evidently, "ruled" the court "as a baron ruled his manorial jurisdiction - to his own taste."<sup>28</sup>

Buckingham, however, did not interfere in court procedure as widely or as blatantly as Nottingham. Occasionally he ignored



legal procedure to satisfy loyal servants or friends; as in 1627 when nine small French ships, seized by vessels set out by Sir John Hippisley without letters of marque, were given to him by a "free graunt" from the King.<sup>29</sup> There was also some pressure on the judge of the court, Sir Henry Marten, to adjudge neutral ships and goods lawful prize. When the Venetian ambassador complained to the Lord Admiral about English attacks on the republic's shipping, he found that Buckingham cared

"little that all nations are offended, even the Hanse towns, and that remonstrances are made every day. He expects,

the ambassador continued,

"to obtain a lot of money, to supply their needs, but it will prove a most pernicious provision; he expects to do the same by reprisals, and there is no vessel now, whatever its strength, but carries letters of marque."<sup>30</sup>

There was a limit to the pressure the Lord Admiral could apply to the judge of the court. This was reached during 1627 when Marten resigned as judge of the admiralty, accusing Buckingham of wanting "all to be Judged good prize that the Kings shippes did take".<sup>31</sup> Buckingham claimed that he only wanted Marten "not to be too easy in adjudging the prizes from the King", and went on to accuse the judge of having a "cancorous hart against"<sup>32</sup> him. After a few weeks, however, Marten was reinstated; thereafter, Buckingham made little effort to challenge the judge's independence.

Nor was Buckingham seriously interested in investing in privateering ventures. He was not a large shipowner, as Nottingham

had been, and his involvement in privateering seems to have been limited to providing a prize ship, the St. Peter of Dunkirk, for Richard Gyffard to set out in October 1625.<sup>33</sup> Gyffard tried to tempt Buckingham to invest in a further venture in 1626, with some initial success: the Lord Admiral, it seems, declared himself willing to adventure £500 early in 1626. A few months later, however, Gyffard was complaining to Edward Nicholas that Buckingham's failure to forward the money had caused the other promoters to hold back and was putting the whole venture at risk.<sup>34</sup>

Buckingham's active involvement in other state affairs from 1625 to 1628 limited his direct interference in the running of the Court of Admiralty. During the early part of 1626, when the duke was embroiled with problems in Parliament and other naval matters,<sup>35</sup> the Venetian ambassador reported that it was Secretary Coke "who has charge of all affairs at present,.....especially of reprisals and maritime interests."<sup>36</sup> Buckingham, in fact, was forced to rely heavily on his officers in the court and especially on his secretary, Nicholas. In May 1627, prior to his departure to lead the expedition to aid La Rochelle, the Lord Admiral authorised Nicholas to issue letters of marque in his absence.<sup>37</sup> Lengthy absence from government could, however, have serious implications for the Court of Admiralty: in April 1627 Sir Henry Marten warned that Buckingham's imminent departure for France could lead to many "daungerous occurrents of impeachment or opposicion to ye Admiralls Jurisdiction".<sup>38</sup> To prevent this, Marten agreed with two proposals made by Nicholas: that Buckingham, before his departure, should "recomm~~end~~" the admiralty jurisdiction to the King's "favourable support", and in particular gain permission for Nicholas "to attend his Majestie upon all just and

important occasions to impart our greevances into his Royall person"; and secondly, that the Lord Admiral

"substitute some able Parsonage in whome his Grace may repose confidence for that purpose, to undertake the protection of the Admiralls Jurisdiction and at the Councill table, or els where to interpose for us as hee shall see reasonable and cause shall bee offred." 39

The assassination of Buckingham on 23 August 1628 threw the government into confusion and brought a halt to proceedings in the High Court of Admiralty. A few weeks previously there had been rumours that the Lord Admiral was about to surrender most of his offices: one suggested that "the Duke will have the Admiralty governed by Commissioners";<sup>40</sup> another "well authenticated rumour" suggested that the King, in order to appease Parliament, had "agreed to take the office of Admiral from Buckingham and give it to the Earl of Warwick, and the office of Warden of the Cinque Ports to the Earl of Essex."<sup>41</sup> Whether the rumours were true or not, the death of the Lord Admiral created considerable interest in a possible successor, which continued for some time.<sup>42</sup> The King, however appointed commissioners to replace Buckingham, "and the revenue thereof" stated Lord Goring, "so added to the Crown, as I believe", he added, "it will hardly be severed again for 30,000 l. or 40,000l. per annum is more than a song to part withal."<sup>43</sup> The profits of the office were, evidently, to pay off the duke's debts, according to the King's promise to be "a husband to his Duchesse, a father to his children, a master to his servants, and an executor to pay his debtes."<sup>44</sup>

Nicholas played an important role in the appointment of the admiralty commissioners. Shortly after Buckingham's death he proposed that the King issue three separate commissions to govern the admiralty:



two to be issued to the judge of the court, one allowing him to "execute the jurisdictional part of the Admiralty according to former precedent", a second commission would authorise him to issue "letters of Marque and reprisal against the French and Spaniards... in his Majesty's name"; the third commission was to be "for that part which concerneth the Navy and Marine Service...wherein the fewer Commissioners the better expedition and performance."<sup>45</sup> The reason behind this proposed separation of the judicial and administrative functions of the Lord Admiral's office was financial; thus, according to Nicholas,

"all profits of wrecks, pirates & enemies goods, and all tenths of prizes will without question accrue to his Maj<sup>y</sup> whereas if there be other Comm<sup>rs</sup> they will expect to have benefit out of it, for that the late Lord Admiral had these profits by special words in his patent, albeit anciently the same were not granted to the Ld. Admirals."<sup>46</sup>

This proposal was supported by Sir Henry Marten, who claimed that by "former precedents...the Commission hath always been granted during the vacancy of an Admiral to the Judge of the Admiralty for execution of the jurisdictional part of that office as indeed it is most proper."<sup>47</sup> Marten had some "other reasons against" putting the Lord Admiral's office into commission, but they were "not so fit for a letter".<sup>48</sup>

After discussions with the King certain amendments were made to Nicholas's proposal. The office of Lord Admiral was put into commission, but the commissioners were to receive the same authority, with slight exceptions, as Buckingham had been granted. The new commissioners were thus made responsible for "his Majesty's navy and

shipping as that concerning the Right and Jurisdiction of that place."<sup>49</sup>

The commissioners, Weston, Lindsey, Pembroke, Dorset, Dorchester and Sir John Coke, were appointed by letters patent on 20 September 1628.<sup>50</sup>

On the same day they were authorised to issue letters of marque against Spain and France.<sup>51</sup> Sir Henry Marten received a "separate patent confirming his authority as such."<sup>52</sup>

The commissioners met for the first time on 28 September 1628 at Hampton Court. Some continuity was maintained with the appointment of Nicholas as Secretary for the Admiralty,<sup>53</sup> and at the following meeting on 1 October 1628 various other officials were confirmed in their places.<sup>54</sup> At this second meeting it was decided that ordinary meetings of the commissioners were to be held in the Queen's Closet in Whitehall, on Tuesday and Saturday afternoons. The commissioners, however, found this initial burst of activity difficult to sustain. Some may have found the press of other business too demanding; others may have been unwilling to commit themselves to an arduous task for little financial reward. Thus attendance at meetings became irregular, and meetings themselves were held less frequently. By June 1630 Nicholas was complaining that the commissioners "meete soe seldome that it" was "allmost impossible to gett anie certaine dispatch of anie busines."<sup>55</sup>

The contrast between the youthful, relatively inexperienced Lord Admiral and the judge of the Court of Admiralty, then at the pinnacle of his profession, could hardly be stronger. Sir Henry Marten, who was appointed one year before Buckingham became Lord Admiral, was judge of the court until his death in 1641. In 1625 he also held the office of Dean of the Arches, and was the judge of the Prerogative Court of

Canterbury. In the words of James I, he was "a mighty monarch in his jurisdiction over land and sea, the living and the dead";<sup>56</sup> in the "opinion of the frequenters of those courts, he was amply qualified for his judicial station."<sup>57</sup>

Marten had turned to the study of the civil and canon law after having been left a small amount of property, worth only £40 per annum, by his father who had been a grocer of London and Berkshire. In later life "he used merrily to say, that if his father had left him four-score, he would never have been a scholar, but lived on his lands".<sup>58</sup> During the 1590s he built up an extensive practice in the civil law and soon began to acquire offices. In 1609 he was appointed Advocate General for life; four years later he was employed on a mission to the Palatinate, in connection with the marriage settlement of James's daughter Elizabeth; in 1616 he was appointed chancellor of the diocese of London, and in January 1617 he was knighted at Hampton Court.<sup>59</sup>

During 1615 Marten made a bitter enemy of the Spanish ambassador for his activities in the Court of Admiralty. The ambassador accused Marten of "disordered proceedings and speeches": among other abuses, he had allegedly told the legal representative of the ambassador "to hold his peace for that hee defended Causes against the Estate of England."<sup>60</sup> Marten, who was defending the right of English merchants to trade in the West Indies, later agreed that he was provoked to use some such words although he could not recall "What these wordes were precisely".<sup>61</sup> This may have been a display of that "personated pleading" for which Marten was renowned at university; there, he used to exceed his contemporaries" in amplifying and aggravating any fault, moving of anger



and indignation against the guilt thereof, or else in extenuating and excusing it, procure pity, obtain pardon, or at least prevail for a lighter punishment."<sup>62</sup> The Spanish ambassador, however, was not impressed: he could barely conceal his anger when Marten succeeded Sir Daniel Dun as judge of the admiralty court in 1617.<sup>63</sup>

By 1625, therefore, Marten had risen from relatively humble origins to a position of pre-eminence among civil lawyers; Sir John Eliot remarked that the judge "had almost all the civill jurisdiction in his hands".<sup>64</sup> During 1625 he entered Parliament for the first time; through the influence of Eliot, he sat as member for St. Germans in Cornwall. Throughout his parliamentary career Marten attempted to follow a moderate and independent course: he tried to make his position clear to the House of Commons in 1625, when he declared that subjects "maye run into two extreames, either in an affected oposition, or an ill savoured flattery; for one of these, he could never bringe his mouth to it; and for the other, his breeding and religion hath taught him to avoide it".<sup>65</sup> The judge was no slavish supporter of Buckingham in Parliament, but nor did he run with the pack of those who were out to destroy him.

The wars of reprisal from 1625 to 1630 led to a massive increase in the work of the High Court of Admiralty, as well as considerably raising the financial rewards of office which were based on legal fees. In addition to deriving almost a regular income from the fees for the issue of letters of marque, the judge received the usual fees for sentences obtained in the court, as well as occasional gifts from Buckingham.<sup>66</sup> In September 1627, while in command of the English forces on the Ile de Ré, the duke still found time to order his secretary

to provide Marten with "anithing you shall think fitt above five hundred pounds, but nothing under".<sup>67</sup> At the same time, however, the burdens of office increased; as Marten pointed out during 1627, his "place...grew very troublesome in thesetymes".<sup>68</sup> Reprisal cases involving prizes of great value, often engendered much conflict and ill-will which could easily be focussed onto the judge of the court. Where a grievance was strongly felt, the complaint could drag on for years. As late as 1641, when Marten was "very aged and...very dangerously sick",<sup>69</sup> the Earl of Warwick was still challenging his decision to free the St. Augustine, captured in 1629 by one of the earl's ships.<sup>70</sup>

The judge of the admiralty court also found himself in the front line of complaints made by the ambassadors of foreign states; such complaints often had little foundation in fact. In September 1629 Marten bemoaned the willingness of the French ambassador "upon slight informations to fill his papers with scandalls and indignities against the Judge of the Admiralty, who esteemeth his honesty and reputation of his Justice as much as any Judge in Fraunce."<sup>71</sup> Earlier, during 1626, the Dutch ambassador had been "induced to give creddite to a presumption conceived that the officers of the Courte of the Admiraltie, or moste parte of them, have parte in the prizes taken, as well commanders of his Majesty's owne shipps as by the adventurers upon letters of marque".<sup>72</sup> This would, as the Privy Council observed, have been an "enormous abuse"<sup>73</sup> if true, and they challenged the ambassador to produce proof of his claims: none appeared. Evidently some Dutch merchants were unhappy with the sentences of William Sammes, Marten's deputy in the court, but they were willing to have their cases heard

"before the ordinarie judge in whose integrite they have more assurance."<sup>74</sup>

Marten was indeed careful of his integrity: he took great pains to allow the owners of captured prizes a fair hearing in court, and showed some of them great favour. During 1626 captain Hall, in the Alathia, seized five ships of Lübeck, returning from Spain "laden with the proceede of victuall and other prohibited goods";<sup>75</sup> the Lübeckers had refused to "a man for the King of England, adding base words and useing much violence against Captain Hall and the King's coulors": it was clear that "in rigour all the said shippes and ladeing might be adjudged lawfull prize".<sup>76</sup> Nicholas argued that the ships would have been adjudged lawful prize "if they had bene taken attempting" to supply Spain, therefore, there was more reason to do so "nowe they have done it."<sup>77</sup> He was supported by seven doctors of the civil law, including William Sammes, who had been asked for their opinion on the case.<sup>78</sup> Marten, however, "out of meere compassion to the Luberkers and upon the importunitie of many English marchants, their freinds... called before him" both parties in the case, "and tooke himselfe soe much paines therin, that both the one and the other seemed well pleased, and especially the agents for the Luberkers held themselves much bound unto the Judge"; and "soe undoubtedly they were" added the Privy Council, for such "extraordenarie favour".<sup>79</sup> It may have been to prevent such cases arising in future that a proclamation concerning contraband, issued by the Council on 4 March 1627, stated explicitly that neutral ships returning from Spain would also be adjudged lawful prize in addition to their cargoes.<sup>80</sup>

Such "extraordenarie favour" may have been a means of the judge



to assert his independence from outside pressures. It may also have been an attempt by the judge to safeguard the jurisdiction of the court: according to the Venetian ambassador, in one reprisal case involving the republic during 1629, the judge had "showed himself very obliging, not only in what concerned his office, but for everything else also, I fancy with the idea that we should have recourse to his tribunal, as he would consider it an injury if we proceeded by any other way."<sup>81</sup>

Marten certainly resented outside interference in the Court of Admiralty: in 1627 he was ordered not to adjudge "any thing against ye Dutch untill leave from the Councill-board"; an order which the judge believed to be a "wrong to the Subject and obstruccion to the Court of Admiraltie, and a dishonor & disprofitt to" the Lord Admiral.<sup>82</sup> He also keenly resented attempts by the Lord Admiral to interfere with, or by-pass, admiralty procedure: it was over this issue that Marten resigned during 1627.

According to Nicholas's notes on the meeting, Marten had "made a mocion to" Buckingham "that he was now olde & unable to doe much busines, & having many other employments would be glad to be eased of that place which grew very troublesome in these tymes".<sup>83</sup> Buckingham agreed to the request and promised to "effect it soe as should be for the Judges Credit & contentment". Marten, however, "perceaving my lord to take such hould of the offer he made, presently tould his lordshipp that himself was an unfitt man to be Judge,...since his Grace would have all to be Judged good prize that the Kings shipps did take". The Lord Admiral resented the charge, accusing Marten of being a "dishonest man" and of having a "cancorous hart against" him, "for otherwise he would not have burst out soe abruptly to tax him in soe dishonnest a manner & his lordshipp & he should never agree well together". The quarrel, however, was soon patched up: Buckingham later refused to accept the

judge's resignation and the latter, having "made his point and kept his independence,"<sup>84</sup> did not press his case further.

The dispute between Marten and Buckingham was more than just a personal quarrel; it reflected the growing tension between the offices of Lord Admiral and judge of the admiralty court. Lord Admirals had long ceased to judge directly in legal cases; as Marten observed in August 1628 "when there is a Lord Admiral indeed and in truth he doth nothing in that kind, but all is acted by the Judge of the Admiralty".<sup>85</sup> But did this mean that the court had an independent existence? To what extent was the High Court of Admiralty, and its judge, dependent on the Lord Admiral? When these questions arose with particular force on the death of Buckingham, in August 1628, Marten claimed that

"the Court of Admiralty is a Court of Justice and the King's Court, the managing of which justice is granted to my person during my life not by any authority that the Lord Admiral had so to do in his own person, but by right derived from the Queen's grant by Letters Patents. So as I am Judge of the Admiralty, be there an Admiral, or no Admiral, so long as there is a Court of Admiralty which must not die and I am made Judge of the Admiralty by the Crown though not immediately."<sup>86</sup>

In fact, Marten was only repeating the advice given to Queen Elizabeth on the death of her Lord Admiral, the Earl of Lincoln, in 1585.<sup>87</sup> Then, the Queen had issued a special commission to Valentine Dale and Julius Caesar "to execute admiralty jurisdiction during the vacancy of the office of Lord High Admiral."<sup>88</sup>

Despite Marten's claims, the death of Buckingham brought "all proceedings in the Admiralty" to "a staie."<sup>89</sup> Any hopes that the judge

may have had about receiving a special commission to execute admiralty jurisdiction, similar to that granted to Dale and Caesar, were dashed by the appointment of admiralty commissioners on 20 September 1628. It was only thereafter that the court began to function effectively again.

There were many lesser officials in the court including: William Sammes, Marten's deputy, who was responsible for sentencing many of the "undefended cases" during the wars;<sup>90</sup> Richard Zouch, Regius Professor of Civil Law at Oxford, who was appointed Advocate for admiralty causes in November 1626 with a salary of twenty marks per annum;<sup>91</sup> Richard Wyan, who "put off all his private practice" to become Buckingham's Procter in court;<sup>92</sup> and William Davill, the Solicitor for admiralty causes. George Fielding was granted the office of Registrar of the admiralty in 1625;<sup>93</sup> Gabriel Marsh, one of Buckingham's servants, became Marshal of the court in the same year;<sup>94</sup> Solomon Smyth was his deputy marshal.

Over all these lesser officials, however, looms the figure of Edward Nicholas. Although not an official in the High Court of Admiralty, as secretary to Buckingham his hand is to be seen in much of the admiralty business of these years. A devoted and trustworthy servant to the duke, it was Nicholas who provided much of the impetus to prize business which Buckingham, because of his many other interests, was often unable to provide.

Nicholas began his career as secretary to Sir John Dackombe, Chancellor of the Duchy of Lancaster. Shortly after Dackombe's death



he entered the service of Lord Zouch, Lord Warden of the Cinque Ports. He was Zouch's secretary from 1619 to 1624, and sat as his representative for Winchilsea in Parliament. When Zouch surrendered the wardenship to Buckingham in 1624, Nicholas was able to transfer his services to the new Lord Warden, who instructed him to "inform himself of the business of the office of lord high admiral".<sup>95</sup> By September 1625 Nicholas had succeeded Thomas Aylesbury as the duke's secretary for admiralty business.

As a loyal and diligent secretary "Honest Nicholas",<sup>96</sup> in Buckingham's words, earned the high regard of his master. In 1626 the duke recommended him to be one of the clerks of the Council in extraordinary, with the "unusual permission to attend the council at all times so as to give answer concerning admiralty affairs".<sup>97</sup> For much of the 1620s Nicholas's work ranged from preparing draft papers on important admiralty business to taking care of Buckingham's private affairs. He was especially involved in supervising the collection of the Lord Admiral's tenths: he acted as an essential link between Buckingham, his tenth collectors, and the commissioners for his estate. With Sir Henry Marten he carefully guarded the jurisdiction of the admiralty and the interests of the Lord Admiral: he played a leading role in the opposition to the issue of special letters patent to the Earl of Warwick and Sir Kenelm Digby, which authorised them to attack and plunder the enemy at sea without letters of marque.<sup>98</sup>

Nicholas was an assiduous secretary, always doing "his best to overcome the inertia of the administrative system."<sup>99</sup> His diligence

was directed to the service of Buckingham: "I seeke not benefitt to my selfe", he informed Sir John Hippisley, "but for my Lo!".<sup>100</sup>

When Buckingham was making desperate efforts to supply the expedition to the Ile de Rē in 1627, Nicholas did his utmost to meet the need: tenth collectors and other local admiralty officials were harassed into producing what cash they had at hand.<sup>101</sup> During August 1627 the zealous secretary even complained at court of the Lord Treasurer's evident slowness in paying out money for supplies; an act which Nicholas admitted, "vexed him extremely".<sup>102</sup>

Nicholas's loyalty to Buckingham was almost familial. He guarded the Lord Admiral's financial rights against any possible encroachment. When a French ship, the Hope, was brought into Galway by a Dutch man-of-war in 1627, there were "diverse officers" who wished to have it adjudged to the King; had Nicholas not "laboured very earnestly in it, and gotten it sentenced as piratically taken, and soe forfeited to my lo:... neither my lo: or his officers should have bene the better for it".<sup>103</sup> When Buckingham was assassinated in August 1628, Nicholas took care of his widow's financial affairs. In January 1630 he wrote on her behalf to Abraham Dawes, requesting details of all prize ships and goods, wrecks and pirate goods since the start of the war with Spain, including "as neere a gesse as may be of the true vallue of such goods at those tymes".<sup>104</sup>

Buckingham, in turn, relied heavily on his secretary for admiralty affairs: when he was absent leading the expedition to aid La Rochelle during 1627, Nicholas was made responsible for the "collection and management of the tenths";<sup>105</sup> he was also authorised

to issue letters of marque, to demand accounts from vice-admirals and to open all the Lord Admiral's correspondence.<sup>106</sup> This was partly responsible for the enormous increase in the secretary's workload during 1627; by the end of the year he was complaining about the "multitude of business" which now faced him.<sup>107</sup>

The close position to Buckingham, which Nicholas occupied, undoubtedly gave him a certain degree of power and influence; his favour was eagerly sought by some. Sir James Bagg, Vice-Admiral for south Cornwall, always keen to ingratiate himself with Buckingham, evidently found it expedient to send Nicholas copies of his own letters to the secretaries of state.<sup>108</sup> In April 1628 Francis Basset, Vice-Admiral for north Cornwall, appealed to Nicholas for his assistance in a case then being heard in the High Court of Admiralty; Basset was sure that "by a word from you unto Sir Henry Martyn it will bee effected."<sup>109</sup> Some venturers tried to use Nicholas as a means to procure letters of marque for them: in January 1627 William Willett, the Customer of Bristol, informed him that Nathaniel Butcher, a "merchant of good Repute of this place, wilbe a suiter unto yow to be a meanes unto the Judge of the Admeraltye to have letteres of Marte", adding that "he will not prove ungratefull".<sup>110</sup> Other requests for commissions were of a more shady nature: in November 1626 Sir John Killigrew requested a blank letter of marque;<sup>111</sup> four years later, in July 1630, William Killigrew desired a letter of marque for a vessel which had put to sea without a commission, the venturers relying on Killigrew to "provide them one before thaire returne."<sup>112</sup> Venturers such as Sir John Hippisley or James Hugessen of Dover, tried to tempt the duke's secretary to share in their privateering ventures, presumably with the hope of using his influence to their own advantage should it prove necessary.<sup>113</sup>



Nicholas, however, was unwilling to use his position for private gain if it meant undermining the jurisdiction of the admiralty. As an adventurer in several privateering ventures, he seems to have been careful of adhering to legal procedure. He was well aware of the dangers in not doing so: in August 1627 Sir John Hippisley, Buckingham's Lieutenant of Dover Castle, was sharply reprimanded by Nicholas over the activities of his cousin, captain Barnaby Burley, who was selling prize goods in the Isle of Wight before any proceedings in the Court of Admiralty. As Nicholas pointedly remarked to Hippisley, this was "soe ill an example in a man that is knowne to be sett out by you, who have soe neere relacion to my lo:" that Burley was soon being copied by others.<sup>114</sup> The local tenth collector, John Ellsey, was ordered to seize all the goods involved until he received satisfaction for the Lord Admiral's tenths: "were it not that Sir Jo: Hippisley hath parte in it," Nicholas informed him, "I would gett it all to be Confiscated to my Lo:, and teach the Capt to deale more honestly with those whome he ought to respecte".<sup>115</sup>

Nicholas did not invest extensively in privateering: he was an adventurer with captain Richard Polkinghorne in setting out the Mayflower of Looe or Penzance, during 1627;<sup>116</sup> he contributed £20 towards victualling of the Fortune of Limecolne, in which one of the leading promoters was Sir William Hull;<sup>117</sup> and he was involved in a venture with captain Richard Gyffard, in which he invested at least £100 in setting out the St. Peter during 1626 and 1627.<sup>118</sup> None of these ventures brought Nicholas great rewards, and the irregular activities of Polkinghorne and Gyffard may only have caused him embarrassment. On 13 June 1627 Polkinghorne informed him that the

Mayflower had captured two small French barks laden with wines. Unfortunately, the ship had only been issued with letters of marque against Spain, and although Polkinghorne believed "that our Commission Alreadye graunted is sufficient being agaynst all those that are not In leage & amitye with his Majestie", he went on to "intreate" Nicholas "to procure...a warrant for our ship agaynste the Frenche to Beare Date if you please the 15th of Maye laste past which may prevent any questione or rubbes in the speedy getting out our adjudicacione."<sup>119</sup> Polkinghorne was confident that the legal process would soon "bee down" by Nicholas's "good word whoe have an interest therin".<sup>120</sup> Gyffard likewise hoped that Nicholas would cover his irregular activities; in particular, his unloading of a cargo of salt from a Dutch vessel, captured by the St. Peter during 1627, without any authority from the Court of Admiralty. Richard Wyan, who informed Nicholas of the bad news, did "wonder that an olde Seaman will committe...an error contrarie to his Commission".<sup>121</sup> Buckingham's secretary, who was doing his best to stamp out the irregular activities of English privateers, does not seem to have come to the support of his partners: no ante-dated commission was issued for the Mayflower; and Gyffard later claimed that if Nicholas had only "stood unto" him, the "salt prize" would have "been made good".<sup>122</sup>

What bound officials such as Buckingham, Marten and Nicholas together was their determination to uphold and safeguard the jurisdiction of the admiralty. They were a powerful combination; even so, their power and influence depended ultimately on the quality of the Lord Admiral's local officials. As with other institutions of central government, the powers of the admiralty were "hollow without the active cooperation... of local authorities".<sup>123</sup>

Although the Lord Admiral could rely on vice-admirals in the maritime counties, the key figures in the control and supervision of privateering in the provinces were the tenth collectors.<sup>124</sup> Occasionally the two offices were held by the same person: Sir James Bagg, for example, was the tenth collector in Cornwall and Vice-Admiral for the southern half of the county. The collectors were appointed on an ad hoc basis after discussions between Sir John Coke and the commissioners for Buckingham's estate. These had been set in motion by Buckingham, in April 1625, who wished to know whether "it will be best to have the Collecting of such droycts left to the sole managing of one man or to have it committed to two or more in every severall principall haven or County".<sup>125</sup> It was the latter system which was adopted: a list of collectors appointed from 1625 to 1628 is provided in table 2.1. It is evident that collectors were not appointed for all the maritime counties, but only as need arose. Areas not heavily involved in privateering, such as northern and eastern England, had no collectors. Thus, when a prize was brought into Ipswich in August 1627 it was reported that "hear is noe body to looke to hir for my Lords parte";<sup>126</sup> a prize which was driven into Aelnefoote, on the Cumberland coast, in November 1629 was dealt with by the local deputy lieutenants, who requested directions from the Privy Council.<sup>127</sup>

Family connections assisted the appointment of some of the collectors. Sir John Drake, who by the end of 1625 was the collector with his father of a vast area covering Devon, Dorset and Somerset, was married to Helen Boteler the daughter of Elizabeth Villiers, Buckingham's half-sister. Buckingham, evidently, "held Elizabeth in high regard and



Table 2.1: Tenth collectors appointed from 1625 to 1628

<u>Date of appointment</u>	<u>Area</u>	<u>Name</u>	<u>Reference</u>
4 October 1625	Devon & Dorset	John Drake and Sir John Drake	S.P.16/115/19
10 October 1625	Hampshire	John Ellsey	S.P.16/115/1-2
31 October 1625	Somerset & Bristol	John Drake and Sir John Drake	S.P.16/7/12
31 October 1625	Cornwall	Sir James Bagg	S.P.16/7/12
8 July 1626	London	George Fielding Richard Dike and Richard Kerry	S.P.16/115/2
24 November 1626	Gloucester	Sir William Guise	S.P.16/115/26
5 November 1627	Plymouth	Sir James Bagg	S.P.16/85/42I
18 April 1628	Sussex	Richard Streater	S.P.16/115/41

promoted marriages for all her children with friends and supporters of his own."<sup>128</sup> Richard Dike, who shared the collectorship of London with George Fielding, was the brother-in-law of Nicholas.<sup>129</sup> The other collectors were appointed in various ways: John Ellsey claimed he was appointed "of the Dukes free grace";<sup>130</sup> Richard Streater was recommended by Edward Alford, a leading member of the Sussex gentry;<sup>131</sup> in Dover the Lieutenant of the Castle, Sir John Hippisley, seems to have been responsible for appointing the collector.<sup>132</sup>

Some changes were made to the list of collectors from 1627 to 1629. In October 1627 Richard Kerry, who had never been an active collector in London, asked to be relieved of office because he was suffering from ill health.<sup>133</sup> In November 1627, while aboard the Triumph before La Rochelle, Buckingham appointed Sir James Bagg as his new collector in Plymouth.<sup>134</sup> Bagg was soon the leading admiralty officer in the south west: by April 1629 he had also replaced his great rival, Sir John Drake, as collector in Devon.<sup>135</sup> By this date William Drake, Sir John's brother, had been appointed collector in Bristol. A list of the collectors in April 1629 is given in table 2.2.

Table 2.2: Tenth collectors in April 1629

<u>Area</u>	<u>Name</u>
Devon and Cornwall	Sir James Bagg
Dorset and Somerset	Sir John Drake
Bristol	William Drake
Southampton and the Isle of Wight	John Ellsey
Rye and Sussex within the Cinque Ports	Richard Cockram
Sussex without the Cinque Ports	Richard Streater
Dover and Kent within the Cinque Ports	Anthony Percival
London	Richard Dike and George Fielding

Reference: H.C.A. 30/545/f.130<sup>v</sup>.

Only one collector was dismissed during the 1620s, when, following Buckingham's death John Ellsey was replaced as the collector of Hampshire by Matthew Brooke, the Clerk of the Cheque at Portsmouth. Ellsey complained to the new Commissioners of the Admiralty, in October 1628, that as all the other collectors had kept their places, his dismissal "wilbe a greate affront unto his reputation haveing ever lived in greate Creaditt and good repute in his Countie".<sup>136</sup> He also complained to Nicholas about the "intruding Brooke", who had changed the locks on the warehouses in which Ellsey had stored the Lord Admiral's tenths and laid claim to two prizes brought in before Buckingham's death.<sup>137</sup> Ellsey deeply resented Brooke's behaviour: if a "person having newlie receaved his Tithes into his Barne" died, "shall his Successor then enjoye the benefitt of the Cropp" he pointedly asked Nicholas early in September 1628.<sup>138</sup>

When Brooke died in December 1628 Ellsey was re-appointed as collector. As early as 9 September 1628 Richard Oliver, formerly Buckingham's receiver-general, promised the dismissed collector that he and Nicholas would "bee a meanes to alter that which the Kinge had

graunted" to Brooke "yf it weare possible".<sup>139</sup> Nicholas was not dissatisfied with Ellsey's work as collector; he informed Brooke that he "behaved himselfe dilligently...and honestly therein without anie exception".<sup>140</sup> The good opinion of Nicholas, however, did not save the collector from dismissal for which he later blamed Sir John Coke, one of the more active Commissioners of the Admiralty. Ellsey, having formerly done a service for Coke, did "wonder much that hee should bee a means to prefurr that intruding Brooke".<sup>141</sup>

During 1627, however, Ellsey had tangled with Coke's nephew Woodcock, a London warehouseman, over his purchase of twenty five chests of sugar from a Dutch man-of-war. The collector had seized 2½ chests as the tenths of prize goods due to the Lord Admiral. Woodcock disputed this, claiming to have bought the sugar "as merchandise & not as prise goods".<sup>142</sup> Others had also purchased sugars from the Dutch ship, including Henry Knowles "of the Spycerye whoe pretended to have bought :5: Chests for his Majesties use".<sup>143</sup> They "all refuse" to pay any tenths, added Ellsey, "untill thay see what wilbe come of Woodcott".<sup>144</sup> When, shortly after, another Dutch man-of-war sailed into Southampton others rushed to purchase goods, including Nicholas Pescod a leading Southampton merchant, who bought a parcel of sugars and quickly resold them to a group of London merchants.<sup>145</sup>

On Nicholas's instructions, Ellsey refused to hand over the 2½ chests to Woodcock.<sup>146</sup> During September 1627 Coke wrote to Nicholas, on his nephew's behalf, asking that the dispute be referred to the judge of the admiralty.<sup>147</sup> When this failed to produce any effect, Woodcock had the collector served with a writ out of the Exchequer in January



1628.<sup>148</sup> As the case was proceeding Ellsey also received some "unpleasant words and a kind of threatning to be had up to the Parliament house" from Nicholas Pescod, who "besides hathe trenched uppon a greater subjecte not nominating anybody thancking God wee had a Parlament",<sup>149</sup> Little came of these idle threats: Pescod, evidently, later tempted Ellsey "to Conyve", but he "Rejected to Receave anie Reward in such a Cast".<sup>150</sup> The collector, however, had unwittingly raised a hornets' nest about him: it seems likely that Ellsey's dispute with Woodcock played some part in his dismissal and replacement by Brooke, who had requested Coke to procure the collectorship of Portsmouth for him in July 1625.

Tenth collectors were personal officers to the Lord Admiral whose main function was to safeguard his financial rights. Sir Edward Seymour saw the difference between the collectorship and the office of vice-admiral in terms of "one beeinge a benefitt the other only an honor"; the vice-admiralty was "in itt selve woorth nothings, (as reprisalls stand)...it beeinge an honor though with out beenefitt".<sup>151</sup> The "benefit" of the collectorship was related to the value of the tenths: as Nicholas pointed out "My lord allowes five in the hundred of all that arises by his tenths...besides all charges necessarily expended."<sup>152</sup> This could make the rewards of office, in certain areas, considerable and the collectorship was keenly sought by some: in September 1628 Sir Edward Seymour, formerly Vice-Admiral of Devon, offered Nicholas £100 if he could get him the collectorship for the county.<sup>153</sup> As early as February 1624 Sir James Bagg requested Sir John Coke "that if a war fall out with Spain he may be appointed Reciever of the tenths of all reprisals for Devon and Cornwall."<sup>154</sup> In July 1625 Matthew Brooke similarly

requested Coke to intercede on his behalf with Buckingham, "that if wars did come" he might have the collectorship of Portsmouth.<sup>155</sup> Initially, both were unsuccessful: John Ellsey became collector for Hampshire which included responsibility for Portsmouth, and Buckingham admitted to Coke in October 1625 to "having already made my cousin Drake of Devonshire" collector for both Devon and Cornwall, leaving for Bagg "but that of Wales."<sup>156</sup> Buckingham, however, soon changed his mind for on 31 October 1625 Bagg was appointed collector for Cornwall. This was still not enough for Bagg, who informed Buckingham in June 1627 that "your Grace will find my not being your Collector at Plymouth the place of my abode hath tended to your disprofitt, and somewhat to my disgrace".<sup>157</sup> When captain Heale brought a French prize into Plymouth during September, without having a valid commission, Bagg was quick to point out that the business "will have no Relation to Sir John Drake as Collector but is a worke of myne as Vice-Admirall."<sup>158</sup> Drake responded to the insinuations of Bagg in kind: during October 1627 he informed Nicholas that one of Bagg's ships had captured several prizes but, "what account he gives I know not but I am sure he payes noe Tennthes for any thinge he bringes in".<sup>159</sup>

The accounts of Sir John Drake and William Drake, although incomplete, give some indication of the official rewards of the collectorship. William Drake received £380 4s as his share of the tenths of prizes brought into Bristol from 23 August 1628 until 3 August 1631, during one of the busiest periods of the privateering war.<sup>160</sup> His elder brother, Sir John, received £292 9s for his share of prizes brought into Minehead, Lyme Regis and Weymouth for the same period, and Bristol for a few months.<sup>161</sup> Apart from London and the other south western

counties, the rewards of the collectorship were considerably less than these amounts: John Ellsey's account indicates that he only paid £524 15s 9d into the Exchequer as the tenths of prizes brought into Hampshire from 23 August 1628 until the end of the wars.<sup>162</sup> His share of this was just over £25 plus any charges incurred in the course of his duties. Collectors, however, could use their positions to enhance their earnings. During 1626 it was reported from Exeter that "Mr. Drake & his sonnes & others" had bought the crews' shares of a cargo from a prize ship of dubious legality, "att very lowe Rates."<sup>163</sup> Bribes may also have boosted the collector's income: in 1626 Sir John Drake informed Nicholas that an Exeter merchant had offered him £50 "for a bribe" and his "under officer tenne peeces" to break a bargain he had already made, concerning the sale of the Lord Admiral's tenths.<sup>164</sup> In 1630 John Ellsey informed Nicholas that the London merchant, John de la Barre, "hath bin plowing with me to have" the tenths of a prize "at under rates, proffering a gratuitie to my wife ymagyning myself to be as corrupt as I thinke he is".<sup>165</sup>

Some of the collectors were responsible for large areas: during the early years of the wars Sir John Drake and his father were the Lord Admiral's receivers in Devon, Dorset and Somerset. The travelling expenses of the Drakes, who lived at Ashe in south Devon, must have increased the costs of administration considerably: William Willett, the Customer of Bristol, thwarted in his desire to become collector in the port could not resist pointing out to Nicholas that as Drake "dwelleth far of therefore a good parte must goe in Charges".<sup>166</sup> More seriously, the absence of resident collectors increased the dangers of the Lord Admiral being defrauded of his dues. It was all too easy for sea captains, such as Henry Hinckley, to "ride in the Rode without commande



of any Castell and there convay away what they list".<sup>167</sup> To prevent this, some collectors appointed deputies: Morgan Adams, "reputed a very honest Man", was Ellsey's deputy on the Isle of Wight;<sup>168</sup> Sir James Bagg had a deputy in Exeter when he became collector of Devon during 1628;<sup>169</sup> and the Drakes had a deputy in Bristol.<sup>170</sup> During 1626 William Willett was also appointed "Superintendent, and Overseer" of all admiralty business in Bristol, with the authority to collect tenths in the absence of the collector or his deputy.<sup>171</sup> Willett owed this unique appointment to Nicholas, who had "intended to have had" him appointed as sole collector, but had been unable to "yet compasse it".<sup>172</sup> Sir John Drake, however, was unhappy with the appointment; he was probably referring to this when he informed Nicholas, in July 1627, of his receipt of "a warrante for a quo adiutor or rather supervisors, of divers with me in Bristoll, for my owne parte", he added, "I desire all the world would over looke my actions and especially yf it maye doe his Grace anie service, butt I feare the more kookes the worse Poridge".<sup>173</sup>

Collectors had wide-ranging, if ill defined, duties; essentially, however, they were responsible for the collection and disposal of the tenths of all lawful prizes brought within their collectorships. Usually tenths were levied in kind, except for very small items or for goods which were impossible to divide. Thus Ellsey received seven pipes of wine, as part of the tenths due for seventy-two pipes, from Thomas English who was to pay the collector "in monies for the tenths of 2 pipes".<sup>174</sup> A prize seized by captain Scras, and brought into Southampton, contained five pairs of tapestry hangings "which are not devidable"; as Scras kept "them for his own use", Ellsey proposed collecting a cash sum for the tenths due.<sup>175</sup> The tenths of prize vessels were also levied in kind;

although in February 1627 George Crosse, who had brought a Portuguese prize into Exeter, complained that William Drake, acting for his brother Sir John, "refuseth to take the vulture the shipp was appraised at and saith hee will putt in the: tenth man and victualls for every tenth man" for a proposed voyage of reprisal.<sup>176</sup> Crosse, who claimed that nearly £1,300 had been spent in fitting the ship out for a voyage, declared that such a course would "breed a great distraccion to the intended voyadge" and had "never in anie foregoinge tyme....bene putt in practize."

The collectors were required to make an inventory of the tenths they received for the Lord Admiral. This was to be sent to Nicholas who decided, in conjunction with the commissioners for Buckingham's estate, how to dispose of the goods: usually by ordering their immediate sale. The proceeds were to be returned to Richard Oliver, Buckingham's receiver-general, together with an account of the transaction. From time to time collectors were asked for more general accounts, as during July and August 1627 when Buckingham's estate commissioners were making a determined effort to expose negligent officers, so that "they may be removed before they gett too much money in to ther hands".<sup>177</sup>

Collectors could face serious difficulties in levying and disposing of tenths. The illegal disposal of prize goods, in order to avoid paying customs and tenths, was a serious problem which Nicholas was keenly aware of: in the summer of 1627 he urged Sir John Drake to "quicken all" his "deputies in every Parte to looke out dilligently. for otherwise in this generall time of takeing of shippes there wilbe much Concealed to my Lords disadvantage".<sup>178</sup> Nevertheless, it remained easy to dispose of prize goods underhand. Barnaby Burley, one of Sir John

Hippisley's captains, sold captured goods on the Isle of Wight "by stronge hand", before "they have any sentence or give any notice, so disorded & irregular are they, having a Castle there to Shelter them from all lawfull proceedings".<sup>179</sup> It was easy for jewellery, cash and other small but valuable items to be shared at sea and later disposed of clandestinely. John Ellsey was "credibly informed" that one captain Hall had taken £800 in reals of eight out of a captured ship; what other "imbezilling they have Comitted", he could not "certainly geeve notice in regard they have bene in divers ports".<sup>180</sup> Captain Thibault, who brought a captured ship into the Isle of Wight, had already sold 13 or 14 pipes of wine out of it in the West Country, claiming "yt was sould for the shipp's provision".<sup>181</sup> Ellsey desired a warrant from the admiralty commissioners to deal with Thibault, "for unles theis accesses bee Cropt in the budd theare will never be any good Conformitie in theis unruly Seamen".<sup>182</sup> More resourceful, if ultimately unsuccessful, was the plan of captain William Scras who, in order to avoid paying any dues to Buckingham's local collector, took a captured ship from Southampton to Chichester, hoping to compound with the local Vice-Admiral, the Earl of Nottingham, for the tenths; as if, added Ellsey, the earl "had the office of Admirall by inheritance".<sup>183</sup>

Even when the regulations were followed, the tenths had still to be collected: in April 1628 the collectors in London complained to Nicholas about the slowness of captain Hawkeridge and Gabriel Marsh in paying them money due to Buckingham as a composition for the tenths of two prizes, captured almost one year previously. They had received some money from Hawkeridge, but "never a pennie" from Marsh: "Wee doe assure you", they informed Nicholas, "that if wee should have the



like a dooe, to get my Lo: Tenthes from Marchants wee have with them, Wee weare never able to doe his grace any service herin".<sup>184</sup> The collectors feared it was an "Ill presedent" that one of Buckingham's own servants, Marsh, should "bee backwards" in paying; they hoped that a few words from Nicholas would make him "more sensible" of his financial obligations.

Once the tenths had been received, the collector faced the further difficulty of disposing of them. This depended on the nature of the prize, the quality of the prize goods, and the state of the local market. Some prize ships contained cargoes of a very miscellaneous character, which collectors found very difficult to sell. The tenths from the St. Andrew consisted of, among other goods, half a bundle of Jew's harps, four boxes of pig hairs, four bundles of virginal string, six dozen padlocks and just over forty two dozen butchers' knives.<sup>185</sup> One prize captured by the Earl of Warwick's fleet, early in 1627, was full of "a great manye parsells of trumpery;"<sup>186</sup> it was, complained Ellsey, a very "disjoynted parcell of goods of smale valew that it rather seemeth to bee a division of a pedlers shopp then a ship laden with realle Commodities".<sup>187</sup> Some of the goods from this prize were still unsold in March 1628.<sup>188</sup>

The ability to easily dispose of the Lord Admiral's tenths also depended on the quality of the goods. Some commodities soon deteriorated in quality, if they were kept aboard leaky, battle-scarred vessels. A soaking in sea water could seriously affect the selling price of goods such as tobacco or sugar. From Bristol, William Willett informed Nicholas of ginger which was "soe Rotten & dustye ~~that~~ itt doth not vent".<sup>189</sup>

In Southampton Ellsey had ginger which was so bad that the merchants would give nothing for it.<sup>190</sup> Ellsey also complained of four pipes of old wine he had received, which was so vile that he was forced to lower the price to sell them.<sup>191</sup> Similarly, rotten and putrefied goat skins which he received only fetched nine shillings the dozen; the better sort of skins were sold at fourteen shillings the dozen.<sup>192</sup> On occasion, however, good bargains could be made despite the quality of the goods: in May 1628 Ellsey hoped to "double the valuacion" of a parcel of wine, "although indeede they prove verie greene & Roughe".<sup>193</sup> Sir James Bagg boasted to Nicholas about the very high price he had got for sugar in Plymouth; after the sale, however, he "begann to be sorrowfull for the buyers,...the Condicion and age of the sugars Considered they are exceedinge deere".<sup>194</sup>

The state of the local market was of crucial importance in the ability of collectors to dispose of the Lord Admiral's tenths. In June 1626 Ellsey found it very difficult to sell wool in the Southampton area, the trade of "Clothing beeing soe dead".<sup>195</sup> In July 1629 he was unable to dispose of French wine: the "Country being so overlaid with all sortes of wines," and he was "very loth to sell them at too base a prise."<sup>196</sup> The sudden influx of large quantities of prize goods only added to the problems by depressing local prices severely. In August 1627, before the return of the Southampton fishing fleet from Newfoundland, Ellsey hoped to sell Bank fish, appraised at twenty five shillings per hundred-weight, for forty five shillings "at the leaste and that speedely".<sup>197</sup> In September 1627 Ellsey reported the arrival of more amounts of prize fish, but now "that kind of Commoditie hath not esteeme by Reson of the quantyties brought in and all our newfoundland menn safly arived

(exsept one) soe that ther is little expecttation that it will yeald little mor then halfe the pryce of the former sould".<sup>198</sup> Nicholas sensibly advised the collector to sell any fish, in future, before the return of the fishing fleet;<sup>199</sup> the following year, however, Ellsey faced the same problem: in January 1628 he was unable to sell off any Bank fish, "the Countrey is so much overlaid, and noe transportacion to be had for any forraine parts."<sup>200</sup>

These problems of disposing of prize tenths could be solved by various means, not all of them satisfactory. Sugars could sometimes be used for Buckingham's household provisions.<sup>201</sup> Large quantities of fish could be used to victual the King's ships: Ellsey, for example, suggested to Nicholas that he deal with the victuallers for the navy to dispose of a great quantity of bad fish, otherwise, he warned, with "all trades cutt of beyond the seas" Buckingham would sustain "great losse".<sup>202</sup> Perhaps the easiest means to dispose of tenths was to offer them for sale to the privateering syndicate responsible for their capture. When Sir John Drake tried to do this in Bristol, however, he found that "the adventurers would not deale for the Tenths; unles they might have them 200 li. les then others would give him".<sup>203</sup> A few weeks later Drake complained about a group of merchants in Bristol, who "did what they could to beate downe the prise" of some prize sugar.<sup>204</sup> To overcome this problem prize goods could be sent from the outports to London: it was usually much easier, and more rewarding, to sell goods such as sugar, ginger or tobacco in the metropolitan markets than in provincial ones. William Willett, who on one occasion insisted that Bristol "will aford as good sales for the sugers...as London",<sup>205</sup> later sent a quantity of coarse sugars "for the Citty" because "they will not vent



here".<sup>206</sup> John Ellsey sent coarse sugar from Southampton to London because, he pointed out, "wee have noe Refining howses heare".<sup>207</sup> Prices in London were usually higher than in the outports, sometimes considerably so. In 1628 Nicholas rebuked Ellsey for the low price that Malaga wine had fetched in Southampton: the collector had received only £20 per tun for the wine, which in London was sold for £40 or £50 per tun.<sup>208</sup> For this reason London merchants, or their agents, visited the outports hoping to buy up cheap prize goods, which could be re-sold later to their profit in the capital. Ellsey was offered a "good round price" for certain hides, by Philip Burlamachi's agent, but, the collector complained, "he flinched and slips out of towne unknowne unto me".<sup>209</sup> Faced with failure such as this collectors were forced to use various inducements to dispose of prize goods, or to advance their prices. Ellsey disposed of that "tickeish commodity", Bank fish, by selling, putting some of it in "trust", and the rest by way of barter.<sup>210</sup> In June 1629 he admitted that he sold "the tenthes for tyme" to "advance their prizes":<sup>211</sup> in September 1627 he sold two thousand Bank fish for £45, which was "payable betwene this and Cristmas";<sup>212</sup> in April 1629 he sold Malaga wines to Richard Jacob, who was given three months to pay;<sup>213</sup> and Christopher Gulls, a London sugar refiner, bought ten chests of sugar from Ellsey which were to be paid for at "two Fower monthes".<sup>214</sup> To "advance the price", the collector admitted he "was faine to give that time & some other things".

At the end of the wars all the collectors were instructed to present their accounts to the Exchequer by 1 November 1631. John Ellsey, old and so lame in his arm that he was unable to write, begged to be excused: he had already paid in the amount due from him and presented his

account book to the Exchequer.<sup>215</sup> Not all the collectors were as forthcoming: some accounts and monies were outstanding as late as July 1635.<sup>216</sup> For those who had presented their accounts there was still a problem over their discharge: in the past, according to Nicholas, "discharges upon accounts for such things" were given by the Lord Admiral "upon view & Certificate from his owne Officers, but because this concerned the King, the Lords thought best to have the accounts audited" by the Exchequer.<sup>217</sup> Nicholas, still keen to defend the admiralty against encroachment, argued that "it would be best for preservacion of the Jurisdicion & right of the Admiralty that the discharge should be rather either from" the admiralty commissioners, or from the Court of Admiralty "by an Act under the Seale of the same, then from the Exchequer, where there is noe precedent as yet, that such profitts of Admiralty ever were wont to be accounted for in that Court".<sup>218</sup>

It was these officials who were responsible for regulating and supervising privateering during the 1620s. Most of them worked with diligence and devotion to ensure that the Lord Admiral's interests were not harmed. John Ellsey was not alone in "having a zealous affection to doe my Lord the faithfullest service that my poore talent will extend unto".<sup>219</sup> Buckingham's assassination came as a great blow and shock to such men: it was "punishment suffitient that wee have lost the best Lord" wailed Sir James Bagg to Nicholas in 1630.<sup>220</sup> The decision to put the Lord Admiral's office into commission, while allowing the profits of office to assist the duke's widow, denied admiralty officials a focus for their loyalty. The commissioners themselves, lacking any financial incentive and burdened with other business, were hardly committed to the admiralty; by October 1629 Nicholas was lamenting that there had been much prejudice and "Contempt of late" to the jurisdiction and rights of the Lord Admiral's office.<sup>221</sup>

2. Regulation and procedure

The High Court of Admiralty was responsible for the control and regulation of privateering. The regulations, however, were compiled by the Privy Council: Sir John Coke advised Nicholas, on 12 February 1625, that they should be "carefully drawn up, and, being a matter of state should hardly be left to the Navy Commissioners."<sup>222</sup> The Council drew up a list of "Articles" which laid down a code of conduct for "such merchants and owners who have or shall have leave from the lord Admirall, or his leefteante, to repaire to the seas againste the subjectes of the Kinge of Spaine" with letters of marque.<sup>223</sup> Abuse of these articles could have serious consequences, resulting in the confiscation of any prizes taken, or in charges of piracy.<sup>224</sup> Attacks on the shipping of the Channel Islands by English "men of warr,... haveing letters of marque" violated the "auntient priviledges of those Islands"; and if "the facte....be such as is informed", the Privy Council pointed out in July 1627, it was "noe other then direct piracy".<sup>225</sup>

The High Court of Admiralty faced an unenviable task in trying to control and regulate privateering. The regulations, resented by adventurers who wanted "a free war without any conditions"<sup>226</sup>, were subject to wide ranging abuse. The ability of the court to check such abuses was made hazardous by its dependence on local officials in the maritime counties, and was undermined by the determination of the government to encourage privateering during the early years of the wars. The regulations, vague in detail, could also be exploited to cloak irregular or illegal activities. The inability of the Court of Admiralty to control English privateers was reflected in



the rising tide of complaints from neutral states, some of whom saw little to distinguish lawfully commissioned English men-of-war from pirates. Sir Henry Marten, replying to such complaints made by the Dutch ambassador in March 1628, admitted that he was "not altogether" able "to excuse our men of war, for noe doubt many of them are too blame."<sup>227</sup>

English privateering during the 1620s was justified as a means by which the King could "affoord justice and due satisfaction" to his subjects, who had been "wronged and damnified by the King of Spayn, or his subjects".<sup>228</sup> All "merchants and others who shall desire to have letters of reprizall", the regulations insisted, "shall first make proof or exhibitt such information before the Lord Admirall, or his leeftenant judge of the Admiraltye..that their shippes and goods have bin taken out and detained from them, and that their losses and damages have bin such as they pretende to have susteined."<sup>229</sup> As during the Anglo-Spanish war from 1585 to 1603, however, proof of losses soon "became little more than a legal fiction".<sup>230</sup> Despite the claims of Sir Henry Marten "that none have theis Letters of Reprisall but such as have received losse and damage and wronges",<sup>231</sup> the Court of Admiralty was soon issuing commissions indiscriminately after September 1625. Buckingham had indicated his views at the start of the war when he urged members of the House of Commons to "demand letters of marte", promising that "none shalbe denied".<sup>232</sup> By January 1626 the Venetian ambassador was reporting from London that "there is no vessel now, whatever its strength, but carries letters of marque."<sup>233</sup> As Nicholas admitted, Buckingham issued such commissions "to as many as desire them".<sup>234</sup> In May 1627 when Salvetti, the Tuscan resident in London, reported on the rupture

of relations with France, he observed that "letters of marque are given to whoever asks for them."<sup>235</sup> The willingness of the government to ignore the regulations concerning proof of loss was made explicit when the King ordered the Lord Admiral, on 1 May 1627, not to "presse any one that desireth" letters of marque against France "to make further prooffe of losse or damage then such person or persons shall voluntarily offer & desire to make in that Court, but that yow cause the same to be issued generally & freely to all...that shall desire to take the same forth."<sup>236</sup> When the admiralty was put into commission, during 1628, and the new commissioners were empowered to issue letters of marque, the need to prove losses in the Court of Admiralty was quietly dropped from the regulations.<sup>237</sup>

The right to issue letters of marque was not an inherent function of the office of Lord Admiral. As Nicholas pointed out in 1630, the "Lord Admiral hath by especial and particular Letters patents, power to issue letters of marque and reprisal (in time of hostility)."<sup>238</sup> This power derived from the monarch, who could also grant letters patent, or special commissions, for maritime ventures. Such special commissions usually gave the grantee greater powers than ordinary letters of marque, and completely by-passed the Court of Admiralty. Their issue threatened to undermine the jurisdiction of the court, challenged its ability to regulate the activities of English men-of-war sailing on voyages of plunder, and put the Lord Admiral's status and financial perquisites at stake. According to Sir Henry Marten the commission which the crown granted to Sir Kenelm Digby, on 9 October 1627, was "verie exorbitant, and inconvenient, .... and every way derogatorie to the place and office of the Lo: highe Admirall of England."<sup>239</sup> Admiralty officials keenly resented the crown's grant



of special commissions and worked hard to block their issue.

From 1625 to 1630 the crown issued special commissions to the Earl of Warwick, Sir Kenelm Digby and Richard Quayle. Warwick's commission, issued on 22 March 1627, was modelled on that granted by Queen Elizabeth to the Earl of Cumberland in 1589. By it, Warwick was granted power to administer martial law at sea, to keep any captured prizes "without anie account to be made for the same or anie part thereof", and the right to distribute as he wished any prizes captured from the "Kinge of Spaine or the Archdutches or from their Subjects or from the Subjectes of anie Prince or potentate which is not or shall not be dureinge the said whole intended voyage in league or amitye with us".<sup>240</sup> This provision granted Warwick very wide, and ill-defined, powers which Nicholas took strong exception to. As he observed, when a similar provision was inserted in a later commission granted to Sir Kenelm Digby, it "doth anticipate power to take the shippes and goods of anie that shall not be in amity with his Majestie...If this passe", he added, "and...he take Dutch or others, he is not I thinke to pay damages, for when he is att sea he cannot tell whether the King be fallen out with States or noe."<sup>241</sup> According to Nicholas, power of such "large irregularity and latitude was unheard of till my Lo: of Warwicks Comission," and after complaints from him "my Lo: was promised it should be amended."<sup>242</sup>

Warwick's commission was subsequently enlarged, in April 1627, allowing the earl "to invade, enter upon or possesse" any territory belonging to the "Kinge of Spaine & Archdutches...in any parte of Europ, Affrica or America and therein to plant and inhabit or otherwise to raze & demolish the same or anie of them and what els to doe with the same as he shall in wisdome thincke fit".<sup>243</sup> The commission was



renewed in December 1628 and December 1629; provision was made, however, for the earl to pay to the King "the full tenth of all such goods and prizes" which were captured.<sup>244</sup>

Warwick was fortunate to receive his first commission from the crown. According to Nicholas, the Lord Admiral "would never have given way to that to passe had he but had leasure to consider the consequence thereof; or had it not bene in the puzll of soe greate preparacions as were then in" hand for the expedition to La Rochelle.<sup>245</sup> When Sir Kenelm Digby was issued with a similar commission, on 9 October 1627, Nicholas was determined to use Buckingham's "friends at Courte totally to dashe" it, "and all others of that kinde".<sup>246</sup> He informed Sir Henry Marten that the Lord Admiral "will take it for a greate remissnes in those he trusteth herein Admiralty businesses, when he shall heare of this grauntinge to Sir Kenelme". Although Digby's commission contained provision for the payment of customs to the crown and of "such duties as of right or custom belong" to the Lord Admiral, Nicholas insisted that it was "derogatory to the honor of my Lords place, and to the jurisdiction of the Courte of Admiraltie."<sup>247</sup> Sir Henry Marten agreed with Nicholas's objections to Digby's "unlymitted Comission". By it, he pointed out, Digby or "his deputies may arme out what number of ships they will, and there doe what they will, and contynue as longe as they will, without restrainte by oath, bond or otherwise."<sup>248</sup> As a result of these objections the King agreed to halt the issue of Digby's commission. When it was finally issued on 14 November 1627 it had been considerably amended to meet the criticisms of Marten and Nicholas. By then Buckingham had returned from France and, after an interview with Digby, it was agreed that he should also take out letters of marque from the Court of Admiralty.<sup>249</sup>

Digby later used his commission from the crown to justify his indiscriminate plunder and capture of shipping in the Mediterranean, during 1628, by claiming that he had been sent "by the King of Great Britain...to attack his enemies, comprising the French whom I find in these parts."<sup>250</sup> The English government, faced with a clamour of protest from Venice over Digby's activities, was seriously embarrassed and the King later "expressed his displeasure at his assuming the title of his Majesty's admiral."<sup>251</sup> According to the Venetian ambassador, to prevent such abuse occurring again the King decided in December 1628 "not to grant similar patents for the future".<sup>252</sup>

One other commission, however, was issued by the crown before the end of the wars, when captain Richard Quayle was set out by the King in March 1630 on a voyage of plunder. Quayle carried instructions to sail "for the Redd Sea, or unto other the Easterne partes" where he was to make "purchase and prize of all such the Treasure, Merchandize, goodes or Commodities of the Kinge of Spaine or of his Subjectes, or of any other Prince, Potentate or State, not in League or Amitie with us".<sup>253</sup> The King, as owner and victualler of the ship, was to receive two-thirds of all captured prizes. Letters of marque were also issued for the ship, the Great Seahorse, early in 1630.

Armed with a valid commission, the promoters of a privateering venture or the leading members of the crew had to enter into bonds for good behaviour before the vessel could put to sea. The bonds set down the conduct to be observed in the capture and disposal of prizes; failure to adhere to this conduct could lead to their forfeiture. Two different bonds had to be taken out for every venture: one concerned

the conduct to be followed while at sea; the other bound promoters to pay the Lord Admiral's tenths, usually "within one moneth next after the aryvall of the...shippe into any port" of England.<sup>254</sup>

Sir Kenelm Digby argued during 1627, that the conditions of the bonds were so strict that "noe man but of desperate fortune will put to Sea".<sup>255</sup> Digby claimed that he had petitioned the King for a commission direct from the crown to avoid the "manifold inconveniences and incumbrances which hee should fall into by going to Sea with onely a Commission out of the Admiralty". According to Digby

"if either a prize bee taken in the way so small as not fitt to returne with, or if so great as the whole cannot bee brought away: Or if for providing of victualls or other necessaries ye Bulke bee broaken or either for supply of wantes or by unrulines of the Company any small part bee diminished this disproportion followeth That for a small value diminished or Bulke broaken through such kind of necessity, not onely all ~~that~~ shall bee taken is lost, the bond of 12000li forfeited, but also the shippes of warre confiscated."

Upon these terms, he claimed, only desperate men would put to sea and "hee shall hire noe shippes, nor any man will adventure anything with him."

Digby's figure for the value of the bonds was wildly inaccurate. During the early months of the war the combined value of bonds, for one vessel, was usually £6,000;<sup>256</sup> in response to complaints about the "great summes" required for bonds, however, the government ordered on 25 April 1626 that in future no bond was to be of any greater sum than £2,000 for the "greatest shippes to bee sett forth upon reprizall".<sup>257</sup> It was left to the discretion of the judge of the admiralty to take bond of



a smaller sum for vessels of lesser burden. While the order may have encouraged privateering, it also reduced the force and effectiveness of one of the few sanctions the High Court of Admiralty possessed for dealing with the irregular or illegal activities of English vessels sailing on reprisal.

Those "merchants and others" who were issued with letters of marque were authorised thereby "to sett upon by force of armes, and to take and apprehende upon the seas, or upon any river, or in any porte or creeke, the shippes and goods of the King of Spaine, or any his subjects whatsoever."<sup>258</sup> The commission would be void "yf by color" of it "there shalbe taken any shippes, goods, or marchantdices of any of his Majestye's loving subjectes, or the subjects of any prince or state in good league and amity with his Majestye";<sup>259</sup> any prizes so captured would be confiscated, together with the man-of-war. This provision, however, was subsequently amended by the government's proclamations on contraband, which allowed neutral or friendly shipping to be seized if they were trading with the enemy in prohibited goods.

In practice the regulations were often ignored or abused, and neutral states complained bitterly about the excesses committed by English vessels sailing on reprisal. Even ships which carried passes or safe conducts were rifled and plundered by privateers who paid scant regard to the regulations: during 1627 a group of Germans, having obtained licence from the Privy Council to return "to their cuntry", were captured by captain Hart who robbed them of their personal possessions, including a "gold bracelett of some good value";<sup>260</sup> about the same time captain Ferme, in the Victory of London, stopped a ship carrying the

two sons of the Italian artist Gentileschi, "whom his Majesty had employed into Italy upon an especial service of his" own, and "notwithstanding their passport took their monies and clothes, beating and cudgelling them."<sup>261</sup> The following year captain Hudlestone, in the George of Sandwich, seized the Gift, the captain of which carried a pass from the King for a voyage to Dunkirk "to transport prisoners from thence".<sup>262</sup>

The crews of vessels sailing on reprisal, who were paid only if prizes were captured, were very difficult to control; frustration at the prospect of not "makeinge...a saveinge voadge"<sup>263</sup> could easily boil over into mutiny or illegal attacks on neutral shipping. The company of the Hector, one of a fleet of vessels set out by the Earl of Warwick in 1627, were much "discomforted... and putt....outt of hartt" when ordered to give up the chase of three ships off the coast of Spain.<sup>264</sup> Shortly after John Cheakley, one of the mates, complained to the captain, Sir Francis Stewart, about the order: "Sblood quoth hee, wee are all ledd upp & downe, like a Crewe of Fooles by Balim and his ass". Who "this ass was, or is" William Ball, the master and author of an account of the voyage, left "itt to Censure".<sup>265</sup> The ducking and keelhauling of two other members of the crew, for different offences of disobedience, restored some order among an already unruly and unhappy company, and kept the men "a long tyme after in better awe and subjection." A few weeks later, however, still without purchase, Cheakley

"saide untto our captaine with a greatt oath, wee have nott as yett made no voadge nor done anye good for our selves but onlie followed order and commission like a crue of fooles, but before wee goe hoame, if the companie will bee ruled by mee, wee will make a voadge, and carrie you where you shall have all your hands full."

Stewart threatened to court martial Cheakley for this outburst, but when he attempted to put the mate aboard the Little Neptune, another of Warwick's vessels,

"all the vulgar sorte of comon saillers rose in an uppre, and a verrie great muttyny takeing mr Cheaklies parte, and studd verrie strong in his behalfe, and verrie bouldie and peremptorely toulde the captaine flatlie, hee shoulde nott bee turned out of the shipp".

Stewart, seeing "howe the currant rann...Replied litle, onlie threaten- inge them they shoulde answeere this contemptt in England."<sup>266</sup> It was but a small step for such mutinous crews, or officers, to go on to commit piratical attacks on neutral or friendly vessels.

The depredations of a "disordered companie of men of warre"<sup>267</sup> could seriously embarrass the government, as well as anger neutral states and alarm English merchants who were still engaged in peaceful trade. In response to complaints from these quarters the Privy Council was forced to make some effort to curb the unruly activities of English privateers. In July 1627 the judge of the admiralty was ordered to take "verie good and sufficient bond" of adventurers issued with letters of marque, "not to doe any spoyle or depredacions" on the shipping of the Channel Islands.<sup>268</sup> In September 1628 the Council ordered that "no Commission, or Marke or Reprizall, should be graunted out of the Admiralty without a clause of prohibition of all acts of hostilitie against the...inhabitants... of the Coast of Barbary in Amity with his Majestie."<sup>269</sup> The following year, in June 1629, the judge of the admiralty was ordered to "put in a Clause of excepcion" in future commissions, "restrayneing them from all Accions of hostillitie within any partes of the Straights".<sup>270</sup>



On occasion the Council also took action against captains who flouted their commissions: after a brief spell of imprisonment captain Ferme was brought before the Council to explain his "depredation and spoil" of Gentileschi's sons. The two Italians, who were also beaten up by Ferme's crew, were later "fully satisfied with payment of £276."<sup>271</sup>

John Barker, captain of the Golden Cock, was imprisoned for more than a year for his capture of a Turkish vessel in 1629. Barker also faced legal action from the Levant Company one of whose ships, the Rainbow, had been arrested by the Turks in retaliation.<sup>272</sup> In April 1630 the Council threatened to withdraw a commission from captain Cooke because he was using it to stop shipping in the River Thames, "pretending to search for the goodes of such as trafficque unto Dunkirk". Cooke, whose activities "doth very much molest and fright the Marchantes passing into and foorth of the River," was ordered to sail for the "open Seas...according to the use of other men of Warre."<sup>273</sup>

Despite these efforts, it was impossible to prevent men-of-war committing illegal attacks at sea. Once a vessel had left the coasts of England, and was in the "open Seas", there was little the Court of Admiralty could do to control its behaviour. The Venetian ambassador objected to privateering because, he argued, "It is certain that these private persons, after incurring the cost of fitting out a ship, mean to indemnify themselves at the expense of any one soever, friend or foe, and when once away from England it is impossible to apply a remedy save by force."<sup>274</sup> Action could only be taken against unruly men-of-war after they had returned to England, when bonds could be forfeit and other sanctions applied. Strict enforcement of the regulations, however, was tempered by the pressure of the dual conflict with Spain and France. The authorities, keen to promote

privateering as a means "to weakeninge and impoverishinge"<sup>275</sup> the enemy, often turned a blind eye to the irregular attacks of English men-of-war; bonds were rarely surrendered to the admiralty and few adventurers suffered punishment for misdemeanours at sea. As the Venetian ambassador acutely observed in 1628, "in these times anyone who adopts the pretext of attacking the French is easily forgiven."<sup>276</sup>

It was an essential condition of letters of marque that all captured ships and goods were to be returned "to some such porte of his Majestye's realme", where they were to be "kept in safetye, and noe parte of them solde, spoiled, wasted, diminished, or the bulke thereof broken, untill judgment hath firste passed in the high courte of Admiralty that the said goods are lawfull prize".<sup>277</sup> A subsequent order of the Privy Council, issued on 8 July 1626, stated that all goods brought in as prize were to be "entered into the custome house of every such porte and the custome, subsidie and impost due upon the same duly to be paid". The goods were then to be "landed at such lawfull tymes and landing places....in presence of the officers" as was customary for goods "brought in by way of merchandize"; no goods were to be unladen from prize ships until they were "brought upp to the ordinary places of discharg".<sup>278</sup> The regulations, however, made provision for the sale of perishable goods before adjudication: in such cases the goods were to be inventoried and appraised "by five honest and sufficient men", and then sold "plus offerenti".<sup>279</sup> The proceeds of the sale, including the inventory and appraisement, were to be returned to the Court of Admiralty.

These regulations also applied to privateers operating

from ports in Ireland, where they were disliked and may have discouraged potential adventurers from taking out letters of marque. During 1626 Falkland, the Lord Deputy, claimed there were "manny in this kingedome that would siew for letteres of Marte yf they might have leave to bringe in theire Prises heather from whence they would victuayle, but not to be tyed to carry them into England."<sup>280</sup> Sir William Hull, deputy Vice-Admiral of Munster, objected to what he described as the "new arrangement for sending Irish prizes to England to be judged." Hull claimed that "we lose much by our 'men-of-war' going to England, and by the underhand and fraudulent dealing of our agents in Ireland who take half our goods from us. Many more prizes would be taken", he continued, "were not my friends discomforted through these inconveniences."<sup>281</sup> In June 1629 it was claimed that if "Irishmen see that they can bring such prizes into their own home it will greatly increase their energy in the matter and, therewith, His Majesty's profits."<sup>282</sup> The admiralty, however, refused to allow prizes to be adjudged in Ireland: the "new arrangement", which Sir William Hull claimed was "made because my Lord Duke fears that his officers here do not give just amounts", remained in force throughout the war.<sup>283</sup>

In response to a petition from "divers marchantes who desire to be assisted by letters of reprizall for theire better safetie in theire marchantly voyages", the Privy Council amended the regulations in July 1626 allowing prizes captured by vessels, on outward bound trading voyages, to be disposed of "in forraine partes".<sup>284</sup> Those "persons employed in the sale and alianateing of the said prizes or any parte thereof" were to "yeild a just and true account of the price due of the ...prizes" when they returned to England. While the order



was a sensible attempt to assist merchants who combined trade with privateering, it was impossible to prevent it being abused by others. It undermined the efforts of the Court of Admiralty to prevent the illegal disposal of prize goods which, despite the regulations, was rife in certain parts of England and Ireland, especially in areas which had a tradition of dealing with pirates.

In Ireland privateers found a ready market for the sale of prize goods, sometimes with the connivance of local admiralty officials. During the latter part of 1626 captain Launxton sailed into Crookhaven "extreamely distressed for want of victualls", and proceeded to sell salt from a Spanish prize to supply his needs.<sup>285</sup> Sir William Hull, the local admiralty official, informed Launxton that "hee hadd runn into some Error but to encouradge him, and invite others to Come to theise parts I promised him yf hee would sell his Prise heare payinge such dues as are usually paid in England, hee should have Centence heare out of this Court heare for his better Expedicion to sell".<sup>286</sup> Hull informed the Lord Deputy of his dealings with Launxton, and proposed to "take upp my Lo: Admiralls his full parte" for him. Falkland, who was later informed that Launxton had "payed something for leave of sayle and sells freely",<sup>287</sup> requested advice from Nicholas. The Lord Admiral's secretary saw great dangers in Hull's behaviour: he urged the Lord Deputy to seize the prize and its cargo "as Piratts goods", for Launxton was either a "Pirate, or hath an Intencion to deceave those that trusted him with the Prize, for otherwise hee Could not bee ignorant of the daunger he runnes into".<sup>288</sup> Hull, as Nicholas pointedly remarked, "hath sett out a Shipp with a lettere of Marque since the Warrs, and is soe perfect in all poinctes of such businesses, as hee Cannot pretend Ignorance what

was fitt to bee done"; he was an "encouradger & countenancer of Piratts", and the secretary hoped to "make such kind of Menn weary of practises of soe daungerous and mischeevous Consequence."<sup>289</sup>

Admiralty officials in Ireland, however, continued to encourage privateers to dispose of prize goods there, though not always successfully. In 1628 Sir Robert Travers, the deputy judge of the admiralty in Munster, promised the captain of the Friendship of Weymouth, which had brought a Portuguese vessel into Youghal, "that hee would spare him a Journey for England and adjudg his Prize there "<sup>290</sup> The captain informed Travers that "his marchant was bound in great bonds in the Admirall Court in England to the contrarie, and refusing his courtesie came for England".<sup>291</sup> Shortly after the owners of the Greyhound of Enkhuizen, which had also been brought into Youghal as prize, complained that Travers "for a bribe of 60li " gave "lycence under the seale of the Admiralty", to the takers, "to make sale of 700 li worth of the said goods".<sup>292</sup> The Dutch shipowners alleged that "under coulor of the Comission unduly and by corrupcion gotten" they had lost goods worth more than £2,000. In January 1629 the Lord President of Munster ordered the Dutch captain "to be repossessed of ship and goods so far as possible", together with "40l. remaining in the hands of the Deputy Vice-Admiral. More than this" he admitted, "we cannot do, as the sale took place under the licence of a Court."<sup>293</sup>

In England much of the south coast, especially the Isle of Wight, had long been a hotbed for the illegal disposal of prizes. The willingness of the inhabitants of the Isle of Wight to deal with pirates led Sir John Coke to describe it as "another Argier."<sup>294</sup> John Ellsey, the local tenth collector, found Cowes a very "unjust

& uncivill place as ever I came in".<sup>295</sup> During the 1620s the island was used by Dutch, French and English men-of-war as a market in which to sell prize goods underhand; in May 1626 it was reported that the "roads are never free of one picaroon or other."<sup>296</sup> Barnaby Burley, captain of one of the vessels set out by Sir John Hippisley, often disposed of prize goods "by Stronge hand" using Yarmouth Castle, where John Burley was captain, "to Shelter them from all lawfull proceedings."<sup>297</sup> Shortly after it was reported that "a dutchman and some English (makeing him their president) sell, and dispose of their prizes without order, and in contempte of my lords Collector who canne gett noe tenthes from them "<sup>298</sup>

The High Court of Admiralty was unable to prevent the illegal disposal of captured ships and goods; it remained easy for adventurers such as William Rowe of Stonehouse, near Plymouth, to by-pass the regulations concerning the adjudication of prizes. Rowe, "a man of a most disobedient sperit", captured a French bark after the peace between England and France then, before any lawful proceeding, fitted her out for a trading voyage instructing the master, "now in Wales for Coles, to goe to Ireland & not to returne for England".<sup>299</sup>

In addition to returning all captured ships and goods to English ports, privateers had to bring with them "three or fowre of the Companye of every suche prize as shalbe of most accompte", two of which were to be the master and pilot.<sup>300</sup> The rest of the company of a captured vessel were probably put ashore on the nearest coast; most privateers wished to avoid the inconvenience, and charge, of returning to England with the entire crew.<sup>301</sup> Others fared a lot worse: in 1630 some of the company of a man-of-war set out by William



Scras, returning to England in charge of a French prize, threw two of the captured crew overboard off the coast of Ireland.<sup>302</sup>

In England the leading members of the crew of captured vessels were questioned as to the ownership of the ship and cargo, and their destination. A preliminary and voluntary examination of the captured crew could be taken by local officials as soon as the prize was brought into port. This was followed by a more strict examination, on oath, either by officials in the High Court of Admiralty in London or by admiralty officials in the outports, who received a commission to do so. Such a strict examination often contradicted an earlier, voluntary one: François Gueryn, the master of the Cap de Coelo, when sworn and examined before Thomas Wyan in the court, "contrary to his former voluntary examinacion sayeth and deposeth that he carried noe corne or other goodes to Lisbone or any other place in Spaine, or Portugall."<sup>303</sup> Antonio Vais of Lisbon later admitted in a formal examination in the admiralty court, that being questionned in Plymouth "hee answered.... some truth and some lyes for that yt was not uppon his oath",<sup>304</sup> Even strict examinations could fail to produce reliable evidence: in 1630 there were complaints that the crew of a captured ship would "confesse nothing against themselves yett wee swore the Portingalls strickly after the order of Spaine".<sup>305</sup>

Despite these difficulties the examinations of the leading crew members provided important evidence for the adjudication of prizes in the Court of Admiralty. This evidence was probably more important than any bills of lading or certificates which the captured vessel possessed; these were regarded with suspicion by officials in the court and in many cases they were thrown overboard before capture or

seized by the captors.<sup>306</sup> François Gueryn, the master of the Cap de Coelo, complained that "he had a Charter party and bills of loadinge but the Company of the man of warr broake open his Chest, and what is become of them he knoweth not."<sup>307</sup> The St. Andrew of Rotterdam, forced into the Isle of Wight by bad weather, was seized by captain Scras "who possessed himself of all her writings, letters and bills of ladeing" which, the Privy Council pointed out, "he ought not to have medled with".<sup>308</sup>

Because the examination of the leading members of the crew of a captured vessel could provide vital evidence for the adjudication of the ship and its cargo as lawful prize, it was open to considerable abuse. The basic problem according to William Kifte, the judge of the admiralty in Devon, was the careless manner in which commissions were issued by the Court of Admiralty to carry out the examinations. In February 1628 Kifte complained to Nicholas that "the Register doth take whomsoever any Capt: or Merchant that is an adventurer doth name by which my lo: is wronged & you loose by it likewise."<sup>309</sup> He supported this allegation by pointing to the examination of the crew of a Portuguese vessel before John Ackland, the mayor of Exeter, and Walter Sainthill, a public notary, which the "Merchaunts Adventurers in the prizes have made choyce off for their owne profitt". Kifte went on to allege that Sainthill, "without feare or witt", favoured the merchants and "transmitted the examinations" into the Court of Admiralty "under the Towne seale" without his "privity or knowledge."<sup>310</sup> It seemed, he suggested, that the "Merchaunts doubted the discovery of some false dealeinges in the businesses"; if so, then it was the "first President of wronge don to the Admirall Jursidiccion". The examinations taken

before Ackland and Sainthill, however, were rejected by Sir Henry Marten, who issued a new commission for examining the crew to Hawkins, a petty constable. But this did not end the irregular proceedings in the business for two of the crew, evidently, were examined late in the evening "at one Sparkes a Taverne" before James Calthropp, who was Sainthill's master. So, commented Kifte, the business was "carryed in tenebris".<sup>311</sup> The judge's conviction that there had been "noe fayre carriage in this busines" was strengthened when the crew of the Portuguese vessel, aboard which there was rumoured to be a chest of treasure worth £10,000, were kept "soe close...that they may not be spoken with".<sup>312</sup>

Such abuses were more common when neutral vessels were captured and the adventurers were faced with lengthy and litigious suits in the Court of Admiralty concerning the ownership of the prize, which could lead to its restoration. To avoid this the crews of captured vessels could be kept prisoner while a sentence of adjudication was obtained in the court. In 1626 Jean le Bon de Gingets master of the Fortune, a French vessel, complained that after being captured by the Thomazine of Weymouth he was detained aboard ship "and in other obscure places untill the sentence was given".<sup>313</sup> During 1626 a group of merchants in Exeter reported that the Dutch skipper of a ship captured by captain Crosse, was kept a close prisoner for three weeks: a letter the Dutch man tried to send out was intercepted and torn up before him.<sup>314</sup> Sir John Drake, ordered to investigate the matter, reported that the skipper<sup>315</sup> "was never imprisoned nor never denied to speake with any man"; but he may not have been an impartial observer, for the Exeter merchants had also alleged that "Mr Drake & his sonnes & others, have bought



the mens shares" of the prize "att very lowe Rates."<sup>316</sup> In October 1629 the Passe par tout of Honfleur was seized by captain Salter and taken to Weymouth, "where he sett on shoare all the French men and tooke from them and the Master of the Shipp all their moneyes, keyes, etc. and kept them prisoners", while the ship "remayneth in the possession of the said Captain and his men who spoyle both the goodes and provisions therein".<sup>317</sup> The crew of the French ship Nostre Dame de Conception, seized by captain Smart during 1629 and brought into Dartmouth, claimed that on arrival in port "the hatches were shutt upon them all that day untill midnichte, and then they were brought a shoare into the howse of one of the Owners" of the ship.<sup>318</sup> There they were put into a "backe chamber, and detayned prisoners by the space of 18 dayes". On their release Smart informed the master of the French ship that "all was adjudged for good prize" and tried to persuade him to "goe for Spaine", instead of returning to St. Malo, promising him forty or fifty crowns if he did so.

The master of the French ship went on to complain that two of his crew had been tortured by Smart's men, one of whom "cutt of the Nose and hare" of a French mariner, "without any resistance made and aboute 15 daies after the saide shippe was taken."<sup>319</sup> Another member of the French crew, on Smart's orders, had a rope twisted about his head so violently that it "made his eyes allmoste to starte oute". The master complained about this treatment of his crew, but he was threatened with being hung from the yard arm. When questioned about the ownership of the cargo, he stated that it all belonged to merchants of Rouen; angrily, Smart replied "thou liest theefe". The master, afraid of Smart's fury, soon changed his mind: "fearinge that hee

would cause him to dye, againste his will, said that the halfe of the shippe belonged to the Spaniards".

Torture, or the threat of torture, was a widespread method used by English crews sailing on reprisal to loosen the tongues of captured seamen, or to force the mariners of neutral vessels to admit to carrying enemy, or prohibited, goods. One of the company of a ship captured by Sir Kenelm Digby in the Mediterranean had "confessed.... (in Italian by interpreter)" to one of Digby's officers "that they had 20,000 dollers in readie money"; when he later refused to admit that he could even speak Italian, Digby "sent him aboard my owne shippe to threaten him with tormentes to make him confesse, but they could get nothing out of him".<sup>320</sup> Charles Holliday, the purser of the Golden Cock, admitted that two of the company of a Turkish ship they captured "were strecht upp by the armes betwixte the masts for a short tyme to make them confesse to what place they did belonge".<sup>321</sup> The captain of the Golden Cock, John Barker, did not deny Holliday's story but claimed that it had taken place while he was questionning the Turkish captain, in his cabin: the torture of the two Turks had been done, without his knowledge, by "two of his Company which had bin slaves in Barbary, and (as they said Vile used by these men)".<sup>322</sup> The Turks, however, claimed that Barker "with great vexation gave the torture to" two of the crew "telling them that they must say that the said Pynace was a prize taken from those of Algice that otherwise hee would cause them to bee slaine & killed".<sup>323</sup>

Once a captured vessel was safe in an English port, proceedings could begin in the Court of Admiralty: by the 1620s the adjudication,

or condemnation, of prizes in the court was "the rule, and was no longer, as it was in Elizabethan times, the exception."<sup>324</sup> An unsigned and undated paper, probably of 1626, stated "That Goodes should be decreed a Prize by the Court is a Law or Custome of our own", although the author went on to argue that the non-observation of this custom did not mean "that the Goodes taken be no Prize", for "he that acts against the Law made in this case shall incurre the Paine of the Law but not loose his property."<sup>325</sup> It was the same as "those who marry Clandestinly": the "marriage is good; ex post facto valet...but they incurre the paine of the Canon which notwithstanding does not vitiate the Marriage". Thus, "Tho it be forbidden to alienate a Prize without a Decree of Court yet that cannot inferre that the sale should be void without it"; while the "Bond may be sued...the sale is good." The regulations, however, insisted that if a prize was sold "without a Decree of Court", then the letter of marque would "bee voyed, as well to the taker, as to all others that shall buy or intermeddle with the said goods";<sup>326</sup> although it is clear from the foregoing paper that this provision had not been accepted by all the civil lawyers.

It was possible for some reprisal cases to be decided without formal adjudication in the admiralty court. While "the cause for restitution" of the Moon of Lübeck " depended in the Court of Admiraltie, the speciall procurators, with the consent of the master, who claymed her, treated with Captain Marbury 's adventurers and compounded it before the same came to sentence."<sup>327</sup> This course, evidently, "the Judge of the Admiraltie lyketh well and might perhaps wish them (as often he doth in lyke cases) to conferr together and agree betweene themselves, without his further trouble, if they can"; although



such "private and freindly agreement" was not "beneficiall to him or his Courte, but verie disadvantagious, and is sometymes propounded by him onely out of his desire to give all parties satisfaccion".<sup>328</sup>

Information of forthcoming reprisal cases in the Court of Admiralty was proclaimed at the Royal Exchange by the Marshal of the court, Gabriel Marsh.<sup>329</sup> Any merchants and others who claimed interest in the vessels named by Marsh were summoned to appear before the court to make their claims. By June 1627, however, the Privy Council was worried that adventurers engaged in privateering were being discouraged "by reason of the untrue pretences of many aswell his Majesty's subjects as strangers, that upon false claymes doe putt them to unnecessary trouble and charges".<sup>330</sup> To limit such false claims the Council ordered the judge of the admiralty to take "good bonds with sufficient suerties of all such as shall at any time hereafter make pretence or clayme to any shipp or goods brought in as prize.... to make double recompence according to that which the Court shall judge (if their claime prove coullerable and injurious) for the costs, charges and expences sustained by occasion of such false claymes in loss of tyme, charges of court, stay of shippes, and lessening the value of the goods".<sup>331</sup> The Council, however, took little action to prevent privateers from falsely claiming captured ships and goods as lawful prize: it remained easy for unscrupulous adventurers, such as Paul Divernett of Plymouth, to obtain sentences in court "upon untrue pretences", and by other iregular means.<sup>332</sup>

Procedure in the Court of Admiralty was summary "and without the solemnitie of other ordinarie courts & judgements".<sup>333</sup> Welwod argued that "summarie process" was essential, "lest sea-farers should bee wearied with pleas, & so either lose their rights, or their

trade":<sup>334</sup> without "such a summary course to bee taken to helpe him to his wages", the seaman "must turne Piratt, or goe to serve forreigne states".<sup>335</sup> If "mariners be not paid presently upon their coming home", Sir Henry Marten informed the House of Commons in 1628, and "if I do not sometimes right 500 men in 5 hours in that kind, they would pull me out of my chamber."<sup>336</sup>

There were good reasons, therefore, why procedure in the court should be summary. Many reprisal cases, however, raised complex issues and could not be dealt with in such a manner: more time was often needed, and sometimes allowed by the court or Privy Council, to enable foreign merchants to produce the necessary proofs of ownership to captured ships and goods. Fearful that such delays in the adjudication of prizes might discourage privateering the Council ordered, on 4 May 1627, "that all causes concerning letters of marque and reprisall shalbe summarily heard..., without admitting anie unnecessary delay".<sup>337</sup> By November 1629 the Dutch ambassador was complaining about "the greatest haste, and (as he termeth it) precipitation which is used here in the Court of Admiraltie in giving sentence against the Ships and goods belonging to the Inhabitanes of those Provinces".<sup>338</sup> As a result the judge of the court was instructed by the Council to "grant and assigne such a competent tyme that the parties interested may both receive advertisement of the taking of the said Ship, and sende over such proofes as they have for the defense of their" case; he was also ordered "not to procede so speedilie nor to pronounce anie definitive sentence upon anie default."<sup>339</sup>

It was essential, as Sir Henry Marten admitted, that both sides in a reprisal case were heard by the court; not to hear the owners of captured ships and goods, the judge asserted, "annulleth the Judgment however

it otherwise were never so just".<sup>340</sup> If, however, foreign merchants or their legal representatives failed to appear before the court after "three or foure citations", the judge could pass an interlocutory, or provisional, sentence granting possession of the prize to the captors.<sup>341</sup> Before "any deliverie of the Shipps and goods unto them", the new owners were to "give security into the Court of Admiralty to restore the said Shipps and goods if anyone should within a yeare and a day prove the same to be his".<sup>342</sup> If this interlocutory sentence was not challenged within the time allowed "it would have the force of a final" decree, or definitive sentence.<sup>343</sup>

The implementation of sentences of the court could be fraught with difficulty, especially when neutral vessels or goods were ordered to be restored. The captors of prizes were often reluctant to release them and sometimes seized on any excuse not to execute the orders of the court. When Dowe Gossens, master and owner of the White Swan, of Enkhuizen, showed Sir John Hippisley his commission from the court for the restitution of the vessel, he was told "that the saide Commission was false because hee saied the shippe was founde driveinge, and in the Commission it was saied she was Chaced".<sup>344</sup> Hippisley would restore the ship only if Gossens "would give him Money". The master of the Hope of Enkhuizen, which had also been seized by captain Richard Hippisley, received similar treatment: he was informed by Sir John Hippisley that his ship "should not goe out of the havon of Dover before his brother had satisfaction, and saied that the foresaide Commission was false, because yt was therein said that" the Hope"was unjustly deteined, and bid him returne from whence hee came yf hee would not give satisfaction."<sup>345</sup> Complaints from the Dutch ambassador forced



the Privy Council to intervene in the case; on 30 December 1626, after Richard Hippisley had appeared before the Council, it was ordered "that the said shippes and goods shall forthwith without any further dispute or delay be delivered to the complainants....without any acquittance or further discharge then this order."<sup>346</sup>

It was possible to appeal against a sentence in the Court of Admiralty: such appeals "always lay to the King in Chancery."<sup>347</sup> In practice, as Marsden observed, they were "always heard by commissioners or delegates specially appointed in each case."<sup>348</sup> The judge of the admiralty was "enjoyed by the Commission of Appeal under the Kings seal...not to intermedle further in" cases which were being heard by judges delegate.<sup>349</sup> On 11 December 1628 a special standing commission was appointed with authority, "upon any Appeale in due forme of Lawe made in that behalfe, to reviewe and re-examin all Sentences and Proceedings whatsoever in anie Cause or Causes in our Courte of Admyraltie "<sup>350</sup> The commissioners, who included Sir John Coke and Sir Julius Caesar, were to replace the judges delegate, who had been appointed on an ad hoc basis: in December 1630 an appeal which judges delegate had recently heard and pronounced sentence on, was ordered to be re-heard by the "Commissioners for causes of Appeales out of the Admiralty."<sup>351</sup> William Langhorne, who represented one of the parties in the case, was blamed for the confusion which had arisen, for "that he neither informed the Lord Keeper who graunted the Commission of Delegates nor any of the said Commissioners Delegates of the said standing Commission",<sup>352</sup>

Once sentence had been passed by the court it was lawful for the new owners "to take, alien and dispose of the said ships and goods so adjudged, notwithstanding any appeale".<sup>353</sup> Provision was made, that "in such cases of appeale....sufficient securitie shalbe given by the appellates to restore the thinges so adjudged, or the value thereof".<sup>354</sup> It was very difficiult, however, to recover goods, or their true value, once they had been sold and the proceeds distributed and dividid up, "and soe dispersed that it is impossible to recollect them together or to finde out the Sharers that have had them".<sup>355</sup> Since the adjudication of the Jean of Marrenes, in August 1628, the "Shipp, her tackle and furniture and whatsoever belonged to her, were sould...and the money for which it was sould was disposed into many hands and small parcells." Consequently, Sir Henry Marten admitted, the ship could not be restored even if the master or owner "were able to except against the sentence."<sup>356</sup> As Nicholas pointed out, prizes adjudged as lawful were as "water spilt upon the ground gone and dispersed so as the Restitucion willbee either very difficult or impossible".<sup>357</sup>

The High Court of Admiralty faced an almost impossible task in trying to regulate privateering. The regulations, from the issue of letters of marque to the adjudication of prizes, were widely abused or ignored. Court orders were slow to be executed or openly resisted. Sanctions existed to combat the worst of these abuses but their use was spasmodic and generally ineffective. The court was ill-equipped to deal with the massive increase in privateering which occurred from 1627 to 1629: its dependence on part-time officials in the provinces, many of whom were engaged in setting ships out on reprisal, was a crucial weakness. Corruption, while not so endemic as during the first two

decades of the seventeenth century, continued to undermine the authority of the court; Above all, the tension between its function as a "private province or liberty" of the Lord Admiral and as a "department of state under the authority of the Crown" lay unresolved.<sup>358</sup> The failure of the court to control the activities of privateers provoked angry protests from neutral states who, the Venetian ambassador reported in 1629, "clamour to the sky incessantly",<sup>359</sup> and embarrassed the government at a time when it was trying to promote the idea of Protestant unity in Europe. As the wars developed, the Privy Council was forced to take some action to appease those neutral states who were bearing the brunt of indiscriminate English attacks.

### 3. The problem of contraband

From September 1625 to November 1630 at least 28 neutral vessels were captured by English privateers and subsequently adjudged as lawful prize by the High Court of Admiralty. Many of these vessels belonged to Hamburg, Lübeck and the other ports of north east Europe, whose trade with Spain seems to have grown rapidly after 1621 following the Spanish government's embargo on shipping from the United Provinces.<sup>360</sup> Much of this trade was in vital commodities, such as grain and naval stores, which the English government were determined to stop after the outbreak of the Anglo-Spanish war during 1625. "It was necessary", Secretary Coke informed the Venetian ambassador early in 1626, "to smash Spanish trade and force them through lack of provisions."<sup>361</sup> Consequently, as the ambassador had already pointed out, "friends will be more subject to loss, as the Spaniards trade but little on their own account."<sup>362</sup>



As during the Elizabethan conflict with Spain, the policy of the government towards contraband was aimed specifically at the ports of north east Europe.<sup>363</sup> These ports, and other neutral states affected by this policy, were determined to continue their trade with Spain and complained bitterly to the Privy Council about the seizure of their ships and goods. Increasingly the High Court of Admiralty was forced to acquiesce to the unwilling intervention of the Council in reprisal cases involving neutral vessels or cargoes. By 1630 the policy of the Council towards contraband, which developed more in accord with state interests than legal principle, had been modified considerably in response to complaints from neutral states and other pressures.<sup>364</sup>

The treaty of Southampton, signed between England and the United Provinces on 17 September 1625, provided a "sweeping definition" of contraband.<sup>365</sup> Article twenty stated that all "Contraband Goods, such as Ammunition and Provisions, Ships, Arms, Sails, Cordages, Gold, Silver, Copper, Iron, Lead, and the like, design'd to be carry'd by any one from any Port into Spain, or into any other Dominions under the Obedience of the said King of Spain, or his Adherents, shall be good Prize, together with the Men and Ships that carry them."<sup>366</sup>

It was, however, "by no means a matter of universal agreement what contraband of war was."<sup>367</sup> To make the position of the government clear, and "for the avoiding of the clamour from all merchants of foreign nations", Sir John Wolstenholme advised Secretary Coke early in December 1625 that "it were convenient to take the same course that Queen Elizabeth did to make a public declaration for confiscation of materials for shipping that shall go for Spain." Wolstenholme added that "Confiscation of the shipping will be a great terror to

any that shall dare to carry them."<sup>368</sup> The resulting declaration, based on the Elizabethan proclamation on contraband of 1589, was issued on 31 December 1625. It warned "all manner of Persons of all Conditions, that shall send or carrie" into Spain, or Spanish territory, any "manner of Graine or other Victualls, or any manner of Provisions to serve to build, furnish or arme any Shippes of Warr, or any kind of Munition for the Warr or Materialls for the same, being not of the Nature of meere Merchandize", that they could expect to have their ships and goods seized by the King's fleet, or by private men of war.<sup>369</sup> The declaration was aimed in particular at "the Hans Towns and Marchants of the Northeast Countries".

Nowhere in the declaration, however, did contraband receive careful or precise definition; to "remove all Pretext of Ignorance, or other Exceptions" a second proclamation was issued on 4 March 1627, containing a list of "prohibited Things:...wherewith his Majestie maie not suffer his said Enemyes to be furnished",<sup>370</sup> which is summarized in table 2.3

Table 2.3: List of prohibited goods, 3 March 1627

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Ordnance	Sail	Deal board
Arms of all sorts	Canvas	Clap board
Powder	Danzig Pouldavis	Pipe staves
Shot	Cables	Vessels and vessel stuff
Match	Anchors	Pitch
Brimstone	Masts	Tar
Copper	Rafters	Resin
Iron	Boat oars	Oakum
Cordage of all kinds	Balks	Corn, grain, victuals of all sorts
Hemp	Capraves	All other provisions of shipping

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The proclamation contained an additional clause which stated that in addition to vessels carrying prohibited goods to Spain, any "returning thence in the same Voyage, having vented or disposed of... Prohibited Goods" were to be lawful prize. It was claimed that this was "noe Innovation, since the same Course hath been held, and the same Penalties have beene heretofore inflicted by other States and Princes upon the like Occasions"; and was justified by the "greater Severity... professed" by the King of Spain against foreign merchants trading with England.<sup>371</sup>

Strict interpretation of the law of contraband, however, was always tempered by wider economic and political interests. During October 1626 it was reported that

"Four ships belonging to Hamburgh were taken...and brought to the Thames, but are to be allowed to depart on condition of selling all the gunpowder on board which they meant to carry to Spain; but the courtesy has been extended to them of allowing them to take the grain with which they are laden to its destination, from the wish not to exasperate a people which purchases so extensively the woollen cloths of England."<sup>372</sup>

As the wars developed government policy on contraband towards Hamburg and the other ports of north east Europe was also increasingly affected by the deterioration in the political and military situation of the Protestant party in northern Germany.

For the moment, the proclamations on contraband had almost immediate effect, with the King's fleet taking the lead in the capture of neutral ships, mainly French, suspected of trading with Spain.<sup>373</sup> English privateers followed suit, plundering ships of the United Provinces, Denmark, Hamburg and Lübeck in addition to those of France. "Every week", reported Salvetti early in 1626, "new edicts and proclamations are published forbidding intercourse between the subjects of this realm and the enemy. This involves the breach of commercial relations with other nations; even in part with the French, but still more with the Hamburgers and Hanseatic cities, if not with Germany. These cities carry on a profitable trade with the Spaniards furnishing corn, ammunition, and materials for building ships".<sup>374</sup>



The Hanseatic ports were particularly aggrieved because their trade with Spain had grown considerably since 1621; in Hamburg, which became "Spain's principal supplier of Baltic products"<sup>375</sup> after 1625, Sir John Coke admitted in August 1627 that the "people hate us & are readie to mutin against us in respect of the interception of theire ships."<sup>376</sup>

The depredations of English privateers soon provoked complaints from neutral and friendly states; the earliest coming from the United Provinces. Although Dutch trade with Spain and Portugal seems to have been hit hard by the embargoes of 1621,<sup>377</sup> Dutch merchants were past masters at maintaining clandestine commercial links with their enemies. The links survived by the use of false bills of lading and passes, or by sailing under the flag of a neutral state or port. During August 1626 three Dutch vessels, brought into Exmouth as prize by captain Cross, were found to possess safe passes from the Prince of Orange and the towns of Amsterdam and Rotterdam, as well as the "colours of Hamburg" and bills of lading for Tenerife in the Canary Islands. It was clear to John Drake, the local tenth collector, "that the Low Countrymen are now loaders for the Spaniard, and that the Prince of Orange's pass goes current for Spanish goods."<sup>378</sup>

During September 1626 Sir Henry Marten was ordered to meet with Conway and Coke at the home of the Dutch ambassador, "to heare & accomodate those differences and Complaintes least the same by runninge longe should become of an ill consequence".<sup>379</sup> The purpose of the meeting was not just to satisfy present complaints, "but to consider & sett downe some good and safe course howe for the future to

prevent the just complaintes of the Hollanders towards whome a better respecte is to be shewen then others, who are not so firmly in league with his Majestie nor soe farre engaged in a warre against his Majesties enemyes."<sup>380</sup>

Despite such good intentions little resulted from these discussions. Further efforts to negotiate an Anglo-Dutch treaty "dealing with the various thorny questions regarding contraband of war and right of search at sea",<sup>381</sup> during 1627 and 1628, proved equally fruitless. By January 1628 Salvetti was reporting that the "questions of reprisals and restitution of prizes are apparently in so hopeless a condition that the Ambassadors might as well have stayed at home."<sup>382</sup> Negotiations got bogged down in former commercial disputes and were fatally undermined by mutual suspicion and resentment concerning present commercial policy.<sup>383</sup>

To the Dutch complaints were added those of the Hanseatic ports, especially Lübeck and Hamburg. A representative from Lübeck was in London during August 1627 "to complaine of the taking of their ships, & to obteine sune declaration for their trade which may bee agreeable to proclamations formerly set forth."<sup>384</sup> Among the complaints of Lubeck it was pointed out that "noe creditt is given to their certificates upon oath, though their magistrates take care, that noe fraud be used therin."<sup>385</sup> Although this was a common complaint of neutral merchants, it was rather unrealistic to expect English privateers to accept at face value the bills of lading and other certificates which were carried aboard neutral vessels. As the Privy Council pointed out in reply, "noe care of magistrates can prevent the fraudes dayly discovered

in this kinde".<sup>386</sup> Carrying false bills of lading, or trading under different colours, were old and well-tried methods of avoiding capture at sea during war time. In February 1629 the Venetian ambassador privately admitted "that owing to the present conflagration in Europe, all those who trade in the Mediterranean, the Spaniards, French, Genoese and others, do so under the name of Venetians or Florentines, as neutrals."<sup>387</sup> Shortly after, Sir Henry Marten complained that "we see by daylie experience that noe shipp of an Enemy or shipp of a Freind, carying prohibited goods, goeth to Sea but the same is furnished with false and counterfeit bills of lading, & counterfeite Licences".<sup>388</sup> Marten claimed to know of a man who "dwelleth...in a Country of our Friends not farr of, that is able to Counterfeit the signes of any Notaries, or any seales or other instruments...that it is impossible to discerne them: And this man keepeth a shopp openly for the purpose".<sup>389</sup>

The Privy Council responded favourably to the complaints of Lübeck, promising that their certificates "shall soe farr be respected as lawe and reason doth require", and that "more moderacion shalbe used in visiting their shippes with care that noe disorder be committed nor their voyages hindered nor any seizure made without appearant and just cause."<sup>390</sup> Despite such promises the government faced an almost impossible task in trying to prevent the unruly depredations of English privateers; as the King had already admitted, in a letter to the city government of Hamburg in October 1626, "there may bee some wrongs and insolencies committed by men of warre When they are abroad at Sea. Which though we cannot prevent, Yet will we upon notice thereof give such redresse as shall become our Royall Justice."<sup>391</sup> Nor was the government united in its conciliatory policy towards complaints from the



Hanseatic ports: despite the King's willingness to see "Royal Justice" done, Buckingham evidently cared "little that all nations are offended, even the Hanse towns, and that remonstances are made every day."<sup>392</sup>

The attitude of the Lord Admiral towards neutral states was shared by Sir John Coke. On 17 December 1625, two weeks before the government issued its proclamation on contraband, he ordered Sir James Bagg to intercept nine Hamburg ships bound for Spain with cordage and munitions. Coke argued that the "clamours of the Ambassadors as to the prize goods ought not so to govern our councils as to hinder the course of justice. If we proceed to work without means," he added, "we shall but expose our actions to the scorn of the world, and draw upon ourselves more danger than is yet taken to heart."<sup>393</sup>

It was partly in response to growing complaints from neutral states against the activities of English privateers, that the government issued a commission on 11 July 1626 to Sir Dudley Carleton, Sir John Coke, Sir Julius Caesar, Sir Henry Marten and others to inquire into doubtful areas of prize law. The government was resolved that "all the Prizes hereafter to be taken by anie...Shippes of Our Subjects, shalbe so disposed of as may be moste expedient for the due and speedie Execution of Justice, the Maintenance of Peace, and good Correspondencie with Our Friends and Allyes, and withall for the Advancement of Our Profit."<sup>394</sup>

The members of the commission were authorised to

"consider of enquire discover and finde out all such doubtfull Causes, as have or may happen about Reprizalls at Sea, and... to take into your Considerations what you understand to be Lawe in the said Cases, and what is therein practised by other Nations....and thereupon to propound unto

us such a Course to be hereafter observed..., as may be most expedient for the due and speedie Execution of Justice....whereby such Inconveniencies as may....hereafter arise maybe prevented ".

The commissioners were to compile a report of their proceedings, including their "Opinion and Judgement" of the correct procedure "for the settling of the Premisses in a juste and honorable Course".

This report, if it was ever made, has not survived; indeed there is little evidence to suggest that the commission ever met.

On 27 November 1626 the government issued a further commission, to investigate

"what Accidents may fall out at Sea between Our Subjects and Straungers, and thereout to collecte and sett downe such Advises Directions and Reglements as may best tende to the Preservation of Peace and Amity between Us and Our Subjects and Allyes, the Prevention of all Abuses in colouring the Shipps Provisions or Goods of Our Enemyes, and the Mayntenance of common Justice, as well in Matters of Commerce as Prize".<sup>395</sup>

Again, however, there is no evidence that the commission ever met, and even if it had been able to draw up "such Advises", as requested, their implementation would have been hamstrung by the inability of the government to control English privateers once they left port.

The issue of these commissions, even though it is unlikely that the commissioners ever met, reflects the concern of the government to justify its position to neutral states. The government was keen to show that its policy towards contraband was not innovatory, but was based on a similar "Course ....inflicted by other States and Princes

upon the like Occasions".<sup>396</sup> This concerned the capture of shipping by the King's fleet as much as by private men-of-war. In 1626 five civil lawyers were instructed to examine the seizure of certain vessels by the royal fleet, in which "many questions and difficultyes are moved:" the King wished these problems to be "maturely considered of, and discussed, to the end that his proceedings may be manifested to the world to be grownded uppon lawe, and reason".<sup>397</sup>

This was small consolation to neutral states suffering from the depredations of English privateers. The merchants of Hamburg and the United Provinces, whose own trade with Spain was disrupted by the activities of privateers and the King's fleet which was blockading the River Elbe, were especially aggrieved that English merchants were evading the prohibitions placed on Anglo-Spanish trade in December 1625 and April 1626. During August 1626 the ambassador for the United Provinces complained to the Privy Council "of a connivance used towards the marchants of his Majesty's dominions tradeing into the dominions of the kinge of Spaine soe as they did not transporte unto them prohibited comodities contrarie...to the last treatie betweene his Majestie and the States of the United Provinces".<sup>398</sup> The following year Sir Sackville Trevor, in command of the blockade of the River Elbe, reported that the "Lords of Hamboroughe are much discontented that they are hindred to Carry provision for Spaine when the English doe releve them".<sup>399</sup> Acutely embarrassed by such complaints the Privy Council revoked its former declaration of 2 April 1626, according to which Anglo-Spanish trade had been allowed to continue, as long as it was not in "any manner of victualles munition or other furniture for warre".<sup>400</sup> On 22 August 1627 the Council ordered that "no English subject shall trade or use any commerce in any manner or in



any place whatsoever with anie of the king of Spaine's or arch-dutchesse's subjectes".<sup>401</sup>

The outbreak of war with France during 1627 brought further problems for the government. Many neutral merchants, in response to the Anglo-Spanish conflict, had increased their trade with France, or were using French ports such as Bayonne to carry on a clandestine trade with Spain.<sup>402</sup> The government, aware of the resentment felt by neutral, and other, states against its policy on contraband towards Spain, acted with considerable caution before placing any similar prohibition on trade with France. Although letters of marque were being issued against France from April 1627 on, it was not until October 1628 that a proclamation was issued which dealt with the problem of contraband. This delay, according to the proclamation, was a conciliatory gesture towards the French: "Wee have proceeded with such Moderation", it claimed, "that hitherto Wee have not only forborne any such publication, but have in a sorte dispensed with such as have carried to our said Brother and his Subjects, even Warlike Provisions and other the most forbidden Commodities, hoping that this our Mildness and Facility would have produced better effects".<sup>403</sup> Louis XIII, however, responded with two declarations, issued in May and August 1627, whereby "all Traffique and Commerce with....England is prohibited, not onely to his owne Subjects, but to all others of whatsoever qualitie, condition or nation they bee".<sup>404</sup>

The government, however, was also keen to avoid further antagonism with the United Provinces, whose trade with France had grown since 1621. The Anglo-French war was unwelcome to the Dutch and England's other Protestant allies: "All they feare", observed

Sir Simonds D'Ewes during March 1627, "is the warre may bee turned on or divided towards a wrong object, the French, soe they conceive it; Spaine onlie being the adequate object of ther preparations."<sup>405</sup> Relations between England and the United Provinces were already strained by the seizure of Dutch vessels suspected of trading with Spain; during April 1627 there were rumours that in retaliation the Dutch were prepared to issue letters of marque against England.<sup>406</sup> The outbreak of the Anglo-French war made it even more "necessary for the King to keep on good terms with the United Provinces, and to pursue a temporizing policy with regard to the grievances that he had against them."<sup>407</sup> This policy was reflected in the way the government dealt with the question of trade with France. When a draft of the proclamation "prohibiting all persons whatsoever to carry or convay any sorte of Municion" into France was brought before the Privy Council, doubts were raised "that something maie unawares passe in the said Proclamacion prejudiciall to the League betweene his Majestie" and the United Provinces.<sup>408</sup> Secretary Conway was ordered to check the treaty of Southampton, "to the end there maie bee no Contradiction or disagreement betweene the same" and the proposed proclamation.<sup>409</sup> Before it was issued, the proclamation was again "to be examined and approved" by the Privy Council, and "is afterwards to be communicated to the States Ambassadors before it be published."<sup>410</sup>

When the proclamation was finally issued on 15 October 1628 it prohibited the carriage into France, by "any Person whatsoever", of any "manner of Graine or other Victuals, or any manner of Provisions to serve to build, furnish or arme any Shipps of Warre, or anie kind of Munition for the Warre, or Materialls for the same".<sup>411</sup> The list of

prohibited goods was essentially the same as that contained in the proclamation of 4 March 1627, which had concerned the Spanish trade, but did not include deal boards, balks, canvas or Danzig pouldavis. The following year the list of prohibited goods for France was modified even further when, on 11 March 1629, it was decided to "except out of that prohibicion all maner of Graine and other Victualls of anie sorte, lykewyse Brimston, Copper, Iron, Capranes and Clapboard".<sup>412</sup>

Table 2.4: List of prohibited goods, 11 March 1629

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Ordnance	Cables	Tar
Arms of all sorts	Anchors	Resin
Powder	Masts	Oakum
Shot	Rafters	All other provisions of shipping
Match	Boat oars	
Cordage of all kinds	Pipe staves	
Hemp	Vessels and vessel stuff	
Sail	Pitch	

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At the same time as these modifications were being made in the list of prohibited goods for France, the government was also beginning to relax its policy on contraband towards Spain. Both developments were probably the result of increasing complaints from the United Provinces and the Hanseatic ports during 1628, to which were added angry protests from Venice about Sir Kenelm Digby's plunder of the Republic's shipping in the Mediterranean during the same year.<sup>413</sup> These complaints coincided with a rapid deterioration in the military position of the Protestant party in north Germany during 1627 and 1628. The defeat of Denmark, and the strengthening



position of the Habsburg forces, posed a serious threat to the independence of the Hanseatic ports. Habsburg plans for the erection of an almirantazgo in the Baltic threatened England's trade in the region and provided urgent reasons to "cherrish the good affections of the Hans townes, and to give them all just and fitting motives, to adhere to the good partie and to carrie themselves so as may give the best advantage to the Common Cause of Christendome", which as Conway added in March 1628, "now standes in neede of all possible assistance and countenance".<sup>414</sup>

It was against this background that the government began to seriously modify its policy on contraband. In March 1628 Conway informed Sir Henry Marten that the King was determined to provide the merchants of the Hanseatic ports with favourable and "ready Justice in all their causes".<sup>415</sup> Marten was ordered to "take speciall notice of the Causes....concerning the marchants of Hamburg, Lübeck, Stoade and those other Townes that keepe good correspondencie with the King of Denmark and that partie and to shew them such favourable respectes and ready expedition as the Justice and Equitie of their causes will any way admit".<sup>416</sup> The judge, however, deeply resented such interference, and merchants of Hamburg continued to complain of "much hard measure" in the Court of Admiralty; the judge, they claimed, continued to guide his "proceedings according to a former Proclamacion aleadging that particular sinnificacions of his Majesties pleasure are not sufficient warrant to discharge the directions by a Publick Proclamacion."<sup>417</sup> As a result, Marten was ordered in May 1628 to "forbeare any Sentence, Commission or other proceeding against any the Marchants of Hamburg, and especially touching certen goods in the Hope and St. Peter of Hamburg untill upon notice from

yow what act will be requisite from his Majestie for giving those of Hamburg the full benefit of the amitie his Majestie doth entertaine with them".<sup>418</sup> Conway informed the judge that the King was "ready and willing to give yow any warrant that yow shall require for your discharge touching the said Proclamacion."<sup>419</sup>

These private instructions concerning the Hanseatic ports were followed by an order, in August 1628, allowing merchants of Denmark to trade in deal boards "into any parts whatsoever".<sup>420</sup> The order followed a request from the Danish ambassador to the Privy Council, in which it was pointed out that deal boards were "almost the onely Commoditie for trade which the Kingdome of Norway doth affoord, and that there is no such use of them to be made either in Shipps or in warlike preparation but that it may bee easily supplied by other meanes and from other places".<sup>421</sup> The Council agreed to the request because of "the neerenesse of the said King to his Majestie and of the present Estate of his affaires and Kingdome". In future, Danish vessels carrying deal boards were not to be made prize of by "his Majesties shipps or such of his Subjects as goe with letters of Marque"; On 11 February 1629 the order was extended to include the Hanseatic ports.

By the opening months of 1629 the government was keen to end the conflicts with France and Spain. On 14 April 1629 the treaty of Susa brought the Anglo-French war to an end; far from lessening the difficulties which the government faced over its policy on contraband, peace with France brought new problems. "The French", Salvetti reported in January 1628, "insist upon a free ocean, and the right of traffic with Spain, without visits to their ships, and search of their cargoes, made by the English."<sup>422</sup> France, he claimed, would never submit to these visits, "or to the class of searchers who are in most cases guided



by private ends rather than by considerations of public interest, and who, under the pretence of finding Spanish merchandise in French ships compel them to come to this country to be tried in the English courts."<sup>423</sup> Such disputes were "very hard" to settle, they had been "a leading cause"<sup>424</sup> in the rupture of Anglo-French relations during 1627, and their continuation after April 1629 threatened to sour relations between the two countries.

In June 1629 a special French ambassador, Chateauneuf, arrived in England with instructions to negotiate a "general settlement" for the liberty and security of trade.<sup>425</sup> According to the Venetian ambassador, he aimed "to get a resolution carried that for the future they shall not claim to search French ships, because as they have been trading here with Spain for some time past, with great liberty, the French will not suffer that trade to be forbidden...He says", the ambassador continued, "that France is in no mood now to be dictated to by England. She has eighty ships at sea. She means her merchants to be able to trade in Spain all the goods proper to the country...they cannot on any account permit English ships to make search, as has been the custom in the past."<sup>426</sup> The ambassador added that if

"the King here had a powerful force off the coast of Spain, as was the case in former days, they might not raise any difficulty on this score, but when there were no royal ships at sea they absolutely declined to allow those which sailed with letters of marque, whose sole object was privateering, to have this jurisdiction over them."

The negotiations, however, proceeded slowly: the "English were disinclined to make a general commercial regulation with France so long as their war with Spain - and hence the opportunity of seizing the French merchants ships - continued."<sup>427</sup> In November 1629 the Venetian ambassador wryly observed that if "this dispute is not settled first



it will die away of its own accord before very long, because they will be announcing the peace with the Spaniards."<sup>428</sup> Although the King was conciliatory, Chateauneuf was worried about the attitude of some privy councillors, whom he alleged were interested in "the navigations, plantations, and letters of marque", and were "partners and sharers in the captures that are made".<sup>429</sup>

Strong opposition to granting any concessions to the French also came from Sir Henry Marten and Edward Nicholas. A proposal which would "suspend the force & effect" of the proclamations on contraband in favour of the French was opposed by Nicholas on the grounds that it might "procure us more yllwill from the rest of our Friends then goodwill from them."<sup>430</sup> A further proposal, that only prohibited goods be lawful prize on French vessels, was opposed by Sir Henry Marten on the grounds that it would "neither terrifie the offender nor incourage the taker: For when he must have nothing but the things prohibited.... the goods prohibited shall not be [sufficient to] countervaille the takers charge in bringing them home".<sup>431</sup> Marten also poured scorn on an additional proposal that the bills of lading carried by French vessels be accepted as sufficient proof of ownership: if accepted, he argued, it "is all one as to say there should be noe Letteres of Marque: frustra est actus cuius nullus est effectus. For we see by daylie experience that noe shipp of an Enemy or shipp of a Freind, carying prohibited goods, goeth to Sea but the same is furnished with false and counterfeit bills of lading".<sup>432</sup> If the "very shewing of such in their formes, must secure those Shippes, and put off the men of Warr under so greivous a penaltie" it would be "as good to spare their labor and paines and keepe them all at home."<sup>433</sup>

These proposals were discussed further at a meeting between Chateauneuf and the Privy Council's Committee for Foreign Affairs in January 1630. One of the sticking points concerned the French desire to have the freedom to transport corn to Spain. "After much debate" it was decided, with the King's approbation,

"that without mentioning on eyther side in any publike article of treaty eyther the liberty or restraint of transport of corne into Spayne, a course should be provisionally taken here in England by privat instructions in the Admiralty that French shipps trading into Spayne should not be molested by such as went out with letters of mart against the Spanyard."<sup>434</sup>

This private agreement with the French soon took effect: in March 1630 Sir Henry Marten informed Secretary Dorchester that English adventurers were voluntarily agreeing to restore prohibited goods which were found aboard French vessels, because of "the favourable indinacion of our state" towards France.<sup>435</sup>

This concession in favour of France was unwelcome to English privateers. According to Sir Henry Marten, the granting of a similar "indulgence...to the Haunce townes" provoked "daylie Complaints" from adventurers,<sup>436</sup> and may have discouraged some from setting out their vessels on reprisal. During April 1630, however, the government made further concessions in favour of Hamburg: in response to a petition from Peter Volkers, a representative from the city, the Privy Council agreed to modify several of its former decrees on contraband. In future, the Council accepted that allowance should be made

"of reasonable freight for enemies goods carried in the ships of those of Hamborough, or in the shipps of anie other his Majestie's allies to Spaine, or from Spaine to Hamborough,

or to the countries of anie other of  
his Majestie's friends or allies, respect-  
ively, out of the Spanish Kinge's dominions."<sup>437</sup>

Freight was not to be allowed on those ships which carried Spanish goods

"from port to port within the terr-  
itories of the Kinge of Spain,.....  
because they are not imployed as merchants,  
but as hired servants of the said Kinge  
and his subjects, and by extremitie of  
the law, should loose theire shippes and  
goods."<sup>438</sup>

It was further agreed that the proceeds of the sale of  
prohibited goods in "Spanishe dominions by the said Hamburgers, or  
anie other his Majestie's friends and allies", were no longer to be  
confiscated or be lawful prize. This order removed the source of  
"manie contentions and much troble" between England and neutral states,  
but was unwelcome to English privateers some of whom had found rich  
pickings in the capture of Hanseatic vessels returning from Spain  
laden with goods such as sugars, tobacco, hides or dyewoods.<sup>439</sup>  
Finally, the Council agreed to exclude from the list of prohibited  
goods all "implements properly belonging to household, as firehovells,  
tongs, candlesticks, snuffers, locks, basons, kittles, bucketts, knives,  
nailes, wier and such like"; in future "only nailes proper for shipping,  
swords, and all weapons, metall for ordinaunce and what belong(ing) to  
the warre are prohibited and confiscable." The Council refused, how-  
ever, to accept a demand "that all goods belonging to Hamburgers, and  
all other his Majestie's frends and allyes, and shipped in enimies'  
shippes may not bee taken as lawfull prize." This was "expressly  
contrarie to the lawes of the Realme," and would give "scope to  
the coulloring of enimies goods".<sup>440</sup>



By 1630, therefore, the policy of the Privy Council on contraband had been seriously modified. The wide definition of contraband which the Council held in 1626, when the government was keen to encourage privateering, had been so reduced that it became uneconomic for English privateers to seize the shipping of neutral states suspected of trading with the enemy. This change of policy was obviously welcome to those states and ports who had suffered from the excessive depredations of English privateers, even if it did not go far enough for some of them. At the same time, however, it reduced the availability of lawful prize for privateers and contributed to the decline in the privateering effort which occurred during the later stages of the war.

Footnotes

- 1 Gesina H.J. Van Der Molen, Alberico Gentili and the Development of International Law (2nd. edition, Leyden, 1968), p.193.
- 2 W.J. Jones, The Elizabethan Court of Chancery (Oxford, 1967), p.378;  
E.S. Roscoe, A History of the English Prize Court (London, 1924), p.41;  
G.E. Aylmer, The King's Servants: The Civil Service of Charles I, 1625-1642 (London, 1961), pp.53-54.
- 3 Jones, op.cit., p.378.
- 4 Brian P. Levack, The Civil Lawyers in England 1603-1641: A Political Study (Oxford, 1973), p.78; R.G. Marsden, Early Prize Jurisdiction and Prize Law in England II, E.H.R., XXV (1910), p.245.
- 5 Jones, op.cit., p.379.
- 6 Ibid., p.378.
- 7 Ibid., pp.378-379; Donald Veall, The Popular Movement for Law Reform 1640-1660 (Oxford, 1970), pp.31-32.
- 8 W.J. Jones, The Crown and the Courts in England 1603-1625, in Alan G.R. Smith (ed.), The Reign of James VI and I (London, 1973), p.186.
- 9 S.P. 16/175/96.
- 10 W.G. Perrin, The Lord High Admiral and the Board of Admiralty, The Mariner's Mirror, XII, (1926), p.127.
- 11 S.P. 16/67/22.
- 12 Aylmer, op.cit., pp.53-54.

- 13 A.P.C. 1627, p.38.
- 14 G.F. James and J.J.S. Shaw, Admiralty Administration and Personnel, 1619-1714 II, Bulletin of the Institute of Historical Research, XIV (1936-37), p.10.
- 15 S.R. Gardiner (ed.), Debates in the House of Commons in 1625 (Camden Society, New Series VI, 1873), p.131.
- 16 Quoted by James and Shaw, op.cit., p.176.
- 17 Quoted by Robert E. Ruigh, The Parliament of 1624: Politics and Foreign Policy (Cambridge, Mass., 1971), p.192; Lord Goring estimated the Lord Admiral's income to be between £30,000-£40,000 per annum, in 1628, C.S.P.D. Addenda 1625-49, pp.294-295.
- 18 Quoted by Kevin Sharpe (ed.), Faction and Parliament: Essays in Early Stuart History (Oxford, 1978), p.223. In fact, Buckingham's proceeds from the sale of his tenths may not have been as great as imagined: collectors faced serious difficulties in disposing of them. Their share of the tenths, and other charges such as customs, also reduced the Lord Admiral's returns.
- 19 Gardiner, op. cit., p.102.
- 20 Conrad Russell, Parliaments and English Politics 1621-1629 (Oxford, 1979), p.380.
- 21 B.L. Additional MSS. 37816 f.115<sup>v</sup>.
- 22 Ibid., f.82.
- 23 Ibid., f.115<sup>v</sup>.



- 24 C.S.P.V. 1628-29, p.518 ; Russell, op. cit., p.296;  
H.M.C. Eleventh Report, Appendix, Part 1, p.60.
- 25 Robert W. Kenny, Elizabeth's Admiral: The Political Career of Charles Howard, Earl of Nottingham 1536-1624 (Baltimore and London, 1970), p.44.
- 26 Ibid., p.44.
- 27 Andrews, Elizabethan Privateering, p.27.
- 28 Kenny, op. cit., p.46.
- 29 S.P. 16/64/46.
- 30 C.S.P.V. 1625-26, p.297.
- 31 S.P. 16/64/4; Roger Lockyer, Buckingham: The Life and Political Career of George Villiers, First Duke of Buckingham 1592-1628 (London, 1981), p.368.
- 32 Ibid., p.368.
- 33 S.P. 16/7/33; 16/29/20.
- 34 S.P. 16/41/81; 16/41/82; 16/41/75. Buckingham may have been involved in a venture with Sir James Bagg, S.P. 16/39/48; on 16 June 1626 an agreement was drawn up whereby the Lord Admiral was to provide three vessels for a venture, but it was not signed, S.P. 16/30/13.
- 35 Lockyer, op. cit., p.317.
- 36 C.S.P.V. 1625-26, p.339.

- 37 Donald Nicholas, Mr. Secretary Nicholas (1593-1669): His Life and Letters (London, 1955), p.57.
- 38 S.P. 16/60/79.
- 39 Ibid.; due to the Lord Admiral's absences the Privy Council and secretaries of state were often in close and direct contact with the navy commissioners. Conway, evidently, often acted on his own initiative in naval matters, A.P. McGowan, The Royal Navy under the 1st. Duke of Buckingham, Lord High Admiral, 1618-1628 (University of London Ph.D. thesis, 1967), pp.74-76.
- 40 James O. Halliwell (ed.), The Autobiography and Correspondence of Sir Simonds D'Ewes, Bart., during the reigns of James I and Charles I, 2 vols. (London, 1845), II, p.204.
- 41 C.S.P.V. 1628-29, p.180. During July 1628 Buckingham surrendered his office of Lord Warden to the Earl of Suffolk.
- 42 For example, C.S.P.D. 1628-29, pp.294-295.
- 43 C.S.P.D. Addenda 1625-49, pp.294-295.
- 44 L.B. Larking (ed.), Proceedings, principally in the County of Kent, in connection with the Parliaments called in 1640 (Camden Society, LXXX, 1861), p.xiii, footnote.
- 45 Quoted by W.G. Perrin, op. cit., p.124; S.P. 16/114/29.
- 46 Ibid., p.124.
- 47 Ibid., p.125.
- 48 Ibid., p.125.

- 49 Ibid., p.126.
- 50 Ibid., pp.129-131.
- 51 C.S.P.D. 1628-29, p.333.
- 52 Perrin, op. cit., p.127.
- 53 C.S.P.D. 1628-29, p.316.
- 54 Tenth collectors such as Bagg and Fielding, S.P. 16/117/76.
- 55 S.P. 14/215/84. For this reason the admiralty may have become "more vulnerable" to outside attack after Buckingham's death, Aylmer, op. cit., pp. 53-54.
- 56 Quoted by W.S. Holdsworth, A History of English Law, 17 vols. (3rd edition, London, 1922-24), V, p.7.
- 57 C. Coote, Sketches of the Lives and Characters of Eminent English Civilians (London, 1804), pp.64-65.
- 58 Thomas Fuller, The History of the Worthies of England, 3 vols. (London, 1840), II, pp.370-371; Levack, op. cit., p.16.
- 59 Levack, op. cit., pp.252-253.
- 60 B.L. Lansdowne MSS. 152 ff.336-343 for Gondomar's complaint, and ff.350-351.
- 61 Ibid., ff.356-358<sup>v</sup>.
- 62 Thomas Fuller, The History of the Worthies of England, 3 vols. (London, 1840), II, pp.370-371.



- 63 C.S.P.D. 1611-18, p.488; Levack, op. cit., pp.181-182.
- 64 Quoted by John Forster, Sir John Eliot: A Biography 1590-1632,  
2 vols. (London, 1864), I, p.336.
- 65 Gardiner, op. cit., pp.144-145.
- 66 The fees for letters of marque during the 1620s were £3 2s 10d,  
not all of which went to the judge, S.P. 16/115/26.
- 67 S.P. 16/79/39.
- 68 S.P. 16/64/4.
- 69 H.M.C. Fourth Report, p.96.
- 70 Ibid., pp.45, 49, 94, 99, 105. The dispute was still being  
heard in the House of Lords when Marten died in 1641.
- 71 S.P. 78/84/284.
- 72 A.P.C. 1627, p.12.
- 73 Ibid., p.12.
- 74 Ibid., p.12.
- 75 A.P.C. 1627-28, p.73.
- 76 Ibid., p.73.
- 77 S.P. 16/38/5.
- 78 S.P. 16/38/14.
- 79 A.P.C. 1627-28, p.73.

- 80 Thomas Rymer, Foedera, XVIII, pp.856-857.
- 81 C.S.P.V. 1629-32, p.231.
- 82 S.P. 16/60/79.
- 83 And for the rest of this paragraph, S.P. 16/64/4.
- 84 Lockyer, op. cit., p.368; S.P. 16/66/43,
- 85 Quoted by Perrin, op. cit., p.125.
- 86 Ibid., p.125.
- 87 Edward P. Cheyney, A History of England from the Defeat of the Armada to the Death of Elizabeth, 2 vols. (London and New York, 1914-26), I, p.118.
- 88 C.S.P.D. 1581-90, p.224.
- 89 A.P.C. 1628-29, p.117.
- 90 R.G. Marsden, Early Prize Jurisdiction and Prize Law in England II, E.H.R. XXV (1910), p.256.
- 91 B.L. Additional MSS. 37816 f.184<sup>V</sup>.
- 92 C.S.P.D. 1625-26, pp.380, 502.
- 93 Ibid., p.443.
- 94 B.L. Additional MSS. 37816 f.50<sup>V</sup>.
- 95 James and Shaw, op. cit., pp.166-167; Nicholas's early career is covered by Donald Nicholas, Mr. Secretary Nicholas (1593-1669): His Life and Letters (London, 1955); D.N.B.

- 96 Lockyer, op. cit., p.372.
- 97 D.N.B.
- 98 See below pp. 115-116.
- 99 Lockyer, op. cit., pp.395-396.
- 100 S.P. 14/215/29.
- 101 S.P. 14/215/23, 25, 27, 52.
- 102 S.P. 14/215/28.
- 103 S.P. 14/215/53.
- 104 S.P. 14/215/81; Nicholas was left £500 by Buckingham.
- 105 C.S.P.D. 1627-28, p.164.
106. Nicholas, op. cit., p.57.
- 107 S.P. 14/215/72.
- 108 S.P. 14/215/61-62.
- 109 S.P. 16/102/21.
- 110 S.P. 16/51/66.
- 111 C.S.P.D. 1625-26, p.478.
- 112 S.P. 16/170/58.
- 113 S.P. 16/58/62; 16/59/23; 16/63/5; 16/62/85.
- 114 S.P. 14/215/30.
- 115 S.P. 14/215/31-32.



- 116 S.P. 16/66/85.
- 117 S.P. 16/62/58.
- 118 B.L. Egerton MSS. 2533 f.19.
- 119 S.P. 16/66/85.
- 120 Ibid.
- 121 S.P. 16/70/61.
- 122 S.P. 16/85/25.
- 123 L.M. Hill, County Government in Caroline England 1625-1640, in Conrad Russell (ed.), The Origins of the English Civil War (London, 1973), p.66.
- 124 On the Elizabethan system of tenth collecting see Kenny, op. cit., pp.67-71, 78-87.
- 125 B.L. Additional MSS. 37816 f.25-25<sup>v</sup>.
- 126 S.P. 16/74/7.
- 127 S.P. 16/152/46.
- 128 Lockyer, op. cit., pp.68-69; in June 1626 Helen urged Nicholas to procure the office of vice-admiral of Devon for her husband, S.P. 16/30/47.
- 129 C.S.P.D.1619-23, p.427.; Sir James Bagg, evidently also had some family connection with Nicholas, Forster, op. cit., I, p.201.

- 130 S.P. 16/118/42.
- 131 S.P. 16/115/41; 14/215/73.
- 132 S.P. 14/215/28-30; in May 1627, Hippisley offered to be Buckingham's collector, but by August 1627 had appointed "a man that is trusted and fitt for the place", S.P. 16/65/7; 16/73/85.
- 133 S.P. 16/81/44.
- 134 C.S.P.D. 1627-28, pp.439,471.
- 135 S.P. 16/55/14; on Bagg's rise see Harold Hulme, The Life of Sir John Eliot 1592 to 1632 (London, 1957), pp.70-71.
- 136 S.P. 16/118/42.
- 137 S.P. 16/116/93.
- 138 Ibid., see also S.P. 16/118/39, 55; 16/121/7; H.M.C. Twelfth Report, Appendix, Part 1, p.367.
- 139 S.P. 16/116/93.
- 140 S.P. 14/215/77.
- 141 S.P. 16/116/93.
- 142 S.P. 16/79/21.
- 143 S.P. 16/78/60.
- 144 Ibid., 16/98/55.
- 145 S.P. 16/98/55; 16/102/4; 16/103/38.
- 146 S.P. 14/215/72-3.

- 147 S.P. 16/79/21.
- 148 S.P. 16/91/90; 16/92/42.
- 149 S.P. 16/101/13; 16/100/61.
- 150 S.P. 16/103/38.
- 151 S.P. 16/116/49; 16/117/24.
- 152 S.P. 14/215/73.
- 153 S.P. 16/116/49.
- 154 H.M.C. Twelfth Report, Appendix, Part 1, p.160.
- 155 Ibid., p.207; Humphrey Jobson likewise desired the collectorship in Munster, C.S.P.I. 1625-32, p.219.
- 156 Ibid., p.221.
- 157 S.P. 16/67/40.
- 158 S.P. 16/79/59.
- 159 S.P. 16/83/23.
- 160 C.S.P.D. 1631-33, p.331.
- 161 Ibid., p.331.
- 162 S.P. 16/199/37.
- 163 S.P. 16/34/2. It was claimed that the master of the captured ship had been kept a prisoner for several weeks.
- 164 S.P. 16/37/54.



- 165 S.P. 16/173/41.
- 166 S.P. 16/32/33.
- 167 S.P. 16/64/37 at Weymouth.
- 168 S.P. 16/37/33, and John Martin after Adams, 16/132/50 I.
- 169 S.P. 16/136/33.
- 170 S.P. 16/42/5.
- 171 B.L. Additional MSS. 37816 f.104<sup>V</sup>; S.P. 16/26/45.
- 172 S.P. 14/215/25; 16/26/45. Willett acted like a steward for Nicholas, sending him occasional gifts from prizes brought into the port. On one occasion he sent him a "Mermaides hand with a Ribb", said to be good for cramp, S.P. 16/164/70.
- 173 S.P. 16/72/43.
- 174 S.P. 16/132/50 I.
- 175 S.P. 16/162/19.
- 176 S.P. 16/55/14.
- 177 S.P. 16/70/86; 14/215/23.
- 178 S.P. 14/215/23.
- 179 S.P. 16/101/60; 16/102/54; 14/215/28-30. Burley allegedly also sold captured goods in Guernsey, and reputedly took £200-400 out of a Jersey boat, 16/92/42; 16/95/34.
- 180 S.P. 16/47/38.

- 181 S.P. 16/132/50 I.
- 182 S.P. 16/132/50. Ellsey claimed that at least two thirds of the cargo had been embezzled.
- 183 S.P. 16/102/54; 14/215/74-75. Nicholas Pescod tried to clear himself of charges that he had encouraged Scras, 16/104/19.
- 184 S.P. 16/100/78.
- 185 S.P. 16/34/7 II.
- 186 S.P. 16/74/71.
- 187 S.P. 16/60/43; 16/527/92.
- 188 S.P. 16/81/60; 16/98/55.
- 189 S.P. 16/73/11; 16/75/73.
- 190 S.P. 16/29/25; and 16/80/67 for tobacco spoilt by the "heate of the ginger lying deepe in it."
- 191 S.P. 16/74/71.
- 192 S.P. 16/57/35; 16/53/11.
- 193 S.P. 16/103/38.
- 194 S.P. 16/57/18.
- 195 S.P. 16/29/25.
- 196 S.P. 16/147/25.
- 197 S.P. 16/74/71.

- 198 S.P. 16/78/60; 16/96/42.
- 199 S.P. 14/215/31-32.
- 200 S.P. 16/91/90.
- 201 S.P. 16/33/58.
- 202 S.P. 16/91/49.
- 203 S.P. 16/31/4; 16/29/17.
- 204 S.P. 16/34/64.
- 205 S.P. 16/26/45.
- 206 S.P. 16/172/55.
- 207 S.P. 16/103/38.
- 208 S.P. 14/215/76.
- 209 S.P. 16/57/35.
- 210 S.P. 16/96/42.
- 211 S.P. 16/145/5. These comments of Nicholas are on the reverse of the letter.
- 212 S.P. 16/78/60.
- 213 S.P. 16/141/25; 16/141/24.
- 214 S.P. 16/146/42.
- 215 According to his son Arnold, S.P. 16/172/110; 16/199/37.
- 216 For Bagg, Percival, Cockram, Streater and William Drake, C.S.P.D. 1634-35, p.33; C.S.P.D. 1635, pp.248-249, 277-278, 282, 291.



- 217 S.P. 14/215/108; Nicholas was, of course, supported by Marten,  
C.S.P.D. 1634-35, p.513.
- 218 Ibid.
- 219 S.P. 16/92/42.
- 220 S.P. 16/162/43.
- 221 S.P. 16/150/9.
- 222 C.S.P.D. 1623-25, p.473.
- 223 Marsden, Law and Custom, I, p.410.
- 224 Ibid., pp.413-416.
- 225 A.P.C. 1627, p.435.
- 226 C.S.P.V. 1625-26, p.297; Russell, op. cit., pp.293-294, 296  
footnote.
- 227 S.P. 16/95/72.
- 228 Marsden, op. cit., p.428.
- 229 Ibid., p.410.
- 230 Andrews, Elizabethan Privateering, p.4.
- 231 Marsden, op. cit., p.427.
- 232 Gardiner, op. cit., p.102.
- 233 C.S.P.V. 1625-26, p.297.
- 234 S.P. 16/27/106. Notes relating to charges against Buckingham  
for not guarding the "Narrow Seas", May 1626?

- 235 H.M.C. Eleventh Report, Appendix, Part 1, p.117.
- 236 S.P. 16/62/1.
- 237 Marsden, op. cit., p.407.
- 238 H.M.C. Twelfth Report, Appendix, Part 1, p.440.
- 239 S.P. 12/237/55.
- 240 S.P. 16/57/49; 12/237/56; W.F. Craven, The Life of Robert Rich, Second Earl of Warwick, to 1642 (University of Cornell Ph.D. thesis, 1928), pp.46-49.
- 241 S.P. 12/237/53.
- 242 Ibid.
- 243 S.P. 16/60/37.
- 244 Marsden, op. cit., p.459; S.P. 16/121/71; 16/121/93.
- 245 S.P. 14/215/65; A.P. Newton, The Colonising Activities of the English Puritans: The Last Phase of the Elizabethan Struggle with Spain (New Haven, 1914), pp.37-38.
- 246 S.P. 14/215/65.
- 247 S.P. 12/237/53.
- 248 S.P. 12/237/52; Marten's objections were recited by Nicholas to Secretary Conway, 16/84/43.
- 249 S.P. 12/237/51 for the first commission; S.P. 39/21/269 is the revised version.

- 250 C.S.P.V. 1628-29, p.139.
- 251 Ibid., p.308.
- 252 Ibid., p.396.
- 253 S.P. 16/163/15; 16/ 63/13 and 14; C.S.P.D. 1629-31, p.468.
- 254 Bonds for Eagle, 24 December 1627, H.C.A. 25/6.
- 255 And for the rest of this paragraph, S.P. 16/84/44.
- 256 Occasionally it was less than this amount, H.C.A. 25/4 Part 1.
- 257 A.P.C. 1625-26, p.448.
- 258 Marsden, op. cit., p.410. Although there was some dispute as to whether prizes taken in English harbours were lawful, Ibid., pp. 427-429, C.S.P.I. 1625-32, pp.147, 151, 161.
- 259 Ibid., pp.415-416.
- 260 A.P.C. 1627, p.436.
- 261 H.M.C. Twelfth Report, Appendix, Part 1, pp.311-312, 313, 314; A.P.C. 1627, pp.441,481.
- 262 A.P.C. 1628-29, pp.3-4, 130, 201, 229.
- 263 S.P. 16/80/7, f.11, which is Ball's journal of the voyage.
- 264 Ibid., f.10<sup>V</sup>.
- 265 Ibid., f.11<sup>V</sup>.
- 266 Ibid., f.14<sup>V</sup>, 32, 33<sup>V</sup>-34.



- 267 A.P.C. 1628-29, p.133.
- 268 A.P.C. 1627, p.435.
- 269 A.P.C. 1628-29, pp.144, 131.
- 270 A.P.C. 1629-30, pp.56-57.
- 271 H.M.C. Twelfth Report, Appendix, Part 1, p.314.
- 272 A.P.C. 1629-30, pp.166, 172-73; H.C.A. 30/627; S.P. 16/173/94,  
16/188/77, 16/189/51.
- 273 A.P.C. 1629-30, p.362.
- 274 C.S.P.V. 1626-28, p.582.
- 275 B.L. Additional MSS. 37816, f.82.
- 276 C.S.P.V. 1628-29, p.211.
- 277 Marsden, op. cit., p.411.
- 278 A.P.C. 1626, pp.64-65.
- 279 Marsden, op. cit., p.411.
- 280 S.P. 63/243/458.
- 281 C.S.P.I. 1625-32, pp.319-320.
- 282 Ibid., pp.456-457; C.S.P.D. 1629-31, p.76.
- 283 Ibid., pp.319-320.
- 284 A.P.C. 1626, p.62.

- 285 S.P. 63/243/501a.
- 286 Ibid.
- 287 S.P. 63/243/501.
- 288 Ibid.; 63/243/510.
- 289 Ibid.
- 290 S.P. 16/120/68.
- 291 Ibid.; but Travers had the prize arrested after it had been adjudged as lawful, S.P. 16/120/68I; C.S.P. I. 1625-32, pp.392-393, 403-405.
- 292 S.P. 16/132/2.
- 293 C.S.P.I. 1625-32, p.421.
- 294 H.M.C. Twelfth Report, Appendix, Part 1, p.203.
- 295 S.P. 16/140/26.
- 296 C.S.P.D. 1625-26, p.337.
- 297 S.P. 16/101/60; 16/105/35. Burley had already been questioned for charges of piracy, H.M.C. Twelfth Report, Appendix, Part 1, pp. 186-187.
- 298 S.P. 14/215/30.
- 299 S.P. 16/149/30; 16/149/98.
- 300 Bonds for Phoenix of Dartmouth, May 1627, H.C.A. 25/5.

- 301 Among many other costs, captain Scras of Shoreham was forced to pay out £277 for the diet of 65 men, out of the St. Andrew of Rotterdam, for 12 weeks, S.P. 16/155/33.
- 302 C.S.P.I. 1625-32, p.530; captain William Guillet was suspected of throwing the crew of a small bark he had taken overboard, in July 1628, S.P. 16/109/87.
- 303 S.P. 16/145/69.
- 304 H.C.A. 13/48/ff.562<sup>V</sup> - 564<sup>V</sup>.
- 305 S.P. 16/172/59.
- 306 See below pp.143-144.
- 307 S.P. 16/149/69.
- 308 A.P.C. 1627-28, p.187.
- 309 S.P. 16/92/82.
- 310 S.P. 16/92/20.
- 311 S.P. 16/92/82.
- 312 Ibid.
- 313 S.P. 16/43/71; A.P.C. 1626, pp.146-147.
- 314 S.P. 16/34/2.
- 315 S.P. 16/34/7 I.
- 316 S.P. 16/34/2; A.P.C. 1627, pp.11-12.



- 317 A.P.C. 1629-30, pp.196-197; S.P. 16/530/50 for similar complaints.
- 318 S.P. 16/150/44.
- 319 And for the rest of this paragraph, S.P. 16/150/44.
- 320 Digby's Voyage, p.49.
- 321 H.C.A. 13/49/ff.71-72.
- 322 H.C.A. 13/49/ff.63<sup>v</sup> - 65<sup>v</sup>.
- 323 H.C.A. 30/627.
- 324 R.G. Marsden, Early Prize Jurisdiction and Prize Law in England II, E.H.R., XXV (1910), p.256.
- 325 S.P. 16/43/60.
- 326 Marsden, Law and Custom, I, p.411.
- 327 A.P.C. 1627-28, p.72.
- 328 Ibid., p.72.
- 329 S.P. 16/35/30; 16/165/49.
- 330 A.P.C. 1627, pp.348-349.
- 331 Ibid., pp.348-349.
- 332 A.P.C. 1629-30, p.55.
- 333 William Welwod, An Abridgement of all Sea-Lawes (London, 1613), p.17.

- 334 Ibid., p.17.
- 335 S.P. 16/185/49.
- 336 Robert C. Johnson et al.(eds.), Commons Debates 1628, 4 vols. (New Haven and London, 1977-78), II, p.543.
- 337 A.P.C. 1627, pp.262-263.
- 338 A.P.C. 1629-30, p.179.
- 339 Ibid.; cf. A.P.C. 1626, pp.348-349 for complaints about the owners of captured ships not being heard in court.
- 340 S.P. 78/84/286.
- 341 Welwod, op. cit., p.19.
- 342 A.P.C. 1628-29, p.181.
- 343 K.R. Andrews (ed.), English Privateering Voyages to the West Indies 1588-95 (Hakluyt Society, 2nd. series CX1, 1959), p.9.
- 344 S.P. 16/38/33.
- 345 S.P. 16/38/32 and for a similar example, 16/38/31. For Richard Hippisley's statement see, S.P. 16/38/11 I.
- 346 A.P.C. 1626, p.444.
- 347 Reginald G. Marsden (ed.) Select Pleas in the Court of Admiralty, 2 vols. (Selden Society, VI and XI, 1892 and 1897), I, p. lxxix.
- 348 R.G. Marsden, Early Prize Jurisdiction and Prize Law in England II, E.H.R., XXV (1910) p.257.

- 349 S.P. 16/60/88.
- 350 Thomas Rymer, Foedera, XIX, pp.7-8.
- 351 A.P.C. 1630-31, pp.174-175. The case concerned the capture of the St. Augustine by one of the Earl of Warwick's ships.
- 352 Ibid. p.175.
- 353 A.P.C. 1627, pp.262-263.
- 354 A.P.C. 1627, p.263.
- 355 S.P. 16/154/63.
- 356 A.P.C. 1629-30, pp.118-119.
- 357 S.P. 16/155/27.
- 358 Andrews, Elizabethan Privateering, p.30.
- 359 C.S.P.V. 1628-29, p.569.
- 360 J.I. Israel, A Conflict of Empires: Spain and the Netherlands 1618-1648, Past and Present, 76 (1977), p.59.
- 361 C.S.P.V. 1625-26, p.340.
- 362 C.S.P.V. 1625-26, pp.297, 293.
- 363 On the policy of Elizabeth's government towards contraband, see E.P. Cheyney, International Law under Queen Elizabeth, E.H.R., XX (1905), 659-672.



- 364 On the problem of contraband in general, see Philip C. Jessup and Francis Deák, The Early Development of the Law of Neutral Rights, Political Science Quarterly, XLVI (1931), 481-508; and the same authors, The Early Development of the Law of Contraband of War, Political Science Quarterly, XLVII (1932), 526-546. Brian Dietz, Privateering in North-West European Waters, 1568-1572 (University of London Ph.D. thesis, 1959), pp.345-358 contains an excellent discussion on the subject.
- 365 S.R. Gardiner, History, VI, p.40.
- 366 Quoted by Jessup and Deák, The Early Development of the Law of Contraband of War, Political Science Quarterly, XLVII (1932), pp.535-536.
- 367 Gardiner, op. cit., p.40.
- 368 H.M.C. Twelfth Report, Appendix, Part 1, p.234.
- 369 Rymer, op. cit., XLIII, pp.259-260.
- 370 Ibid., pp.856-857.
- 371 Ibid., pp.856-857.
- 372 H.M.C. Eleventh Report, Appendix, Part 1, p.84.
- 373 Gardiner, op. cit., p.40.
- 374 H.M.C. Eleventh Report, Appendix, Part 1, p.42.
- 375 Israel, op. cit., p.59.
- 376 S.P. 16/74/69; 16/75/9.

- 377 Jonathan I. Israel, The Dutch Republic and the Hispanic World, 1606-1661 (Oxford, 1982), pp.93-95, 134-139.
- 378 H.M.C. Twelfth Report, Appendix, Part 1, p.280; cf. S.P. 16/172/59 for an interesting example of Dutch trade to Brazil under the colours of Hamburg.
- 379 B.L. Additional MSS. 37816 f.170.
- 380 Ibid. For the Dutch complaints, see A.P.C. 1627, pp.8-12.
- 381 G. Edmundson, Anglo-Dutch Rivalry during the First Half of the Seventeenth Century (Oxford, 1911), p.95.
- 382 H.M.C. Eleventh Report, Appendix, Part 1, p.137.
- 383 Dutch complaints continued to be made, A.P.C. 1627, pp.486-487; A.P.C. 1627-28, pp.322-323, 499-500.
- 384 S.P. 16/74/77.
- 385 A.P.C. 1627-28, pp.67-74 for the full list of complaints.
- 386 Ibid. p.71.
- 387 C.S.P.V. 1628-29, p.550.
- 388 S.P. 78/85/235-236; 16/155/35.
- 389 S.P. 78/85/235-236.
- 390 A.P.C. 1627-28, pp.71-72.
- 391 S.P. 82/6/58.
- 392 C.S.P.V. 1625-26, p.297.

- 393 C.S.P.D. 1625-26, p.179.
- 394 Rymer, Foedera, XVlll, pp.731-732.
- 395 Ibid., pp.800-801.
- 396 Ibid., pp.856-857.
- 397 B.L. Additional MSS. 37816 f.59<sup>v</sup>.
- 398 A.P.C. 1626, pp.220-221.
- 399 S.P. 16/70/30.
- 400 A.P.C. 1625-26, p.408.
- 401 A.P.C. 1627, p.495.; although English merchants continued to trade with Spain after the proclamation, C.S.P.V. 1628-29, p.59; A.C. Wood, A History of the Levant Company (Oxford, 1935), pp.64-65.
- 402 Dutch merchants were also trading with Spain through France, J.A. Van Houtte, An Economic History of the Low Countries 800-1800 (London, 1977), pp.192, 195.
- 403 Rymer, op. cit., XIX, pp.1-2.
- 404 Ibid., p.1.
- 405 James O. Halliwell (ed.), The Autobiography and Correspondence of Sir Simonds D'Ewes, Bart., during the reigns of James I and Charles I, 2 vols. (London, 1845), II, pp.181-182.
- 406 C.S.P.V. 1626-28, p.178.



- 407 Edmundson, op. cit., pp.98, 95-102 in general.
- 408 A.P.C. 1628-29, p.108.
- 409 Ibid., p.108.
- 410 Ibid., p.182.
- 411 Rymer, op. cit., pp.1-2.
- 412 A.P.C. 1628-29, p.364; according to the Venetian ambassador such modifications were made at the request of the Dutch ambassador, C.S.P.V. 1628-29, p.570.
- 413 C.S.P.V. 1626-28, pp.147-148, 211-212; and the government's response, ibid., pp.272-273. Much of this volume is taken up with Digby's voyage.
- 414 S.P. 16/98/66. On the proposals for the admirantazgo, see Michael Roberts, Gustavus Adolphus: A History of Sweden 1611-1632, 2 vols. (London, 1958), II, pp.316-318.
- 415 S.P. 16/98/66.
- 416 Ibid.
- 417 A.P.C. 1628-29, pp.299-300.
- 418 Ibid., pp.299-300.
- 419 Ibid., pp.299-300.
- 420 A.P.C. 1628-29, pp.103-104.
- 421 And for the rest of this paragraph, ibid.; C.S.P.D. 1628-29, p.471.

- 422 H.M.C.Eleventh Report, Appendix, Part 1, p.137.
- 423 Ibid., p.137.
- 424 Ibid., p.137.
- 425 F.G. Davenport (ed.), European Treaties bearing on the History of the United States and its Dependencies, 4 vols. (Washington, 1917-31), I, p.315.
- 426 C.S.P.V. 1629-32, p.224.
- 427 Davenport, op. cit., p.315.
- 428 C.S.P.V. 1629-32, p.228.
- 429 Quoted by Davenport, op. cit., p.316.
- 430 S.P. 16/155/27.
- 431 S.P. 78/85/235-236.
- 432 Ibid.
- 433 Ibid.
- 434 S.P. 78/86/46.
- 435 S.P. 16/163/44.
- 436 S.P. 78/85/235-236.
- 437 Marsden, op. cit., pp.465-466.
- 438 Ibid., p.466.
- 439 Ibid., p.466.
- 440 Ibid., p.466.

CHAPTER 3: THE PRIVATEERING EFFORT,  
1625-1630

1. Sources

All the essential sources, for a survey of the privateering effort from 1625 to 1630, are from the records of the High Court of Admiralty which was responsible for the control and regulation of privateering. Records relating to the privateering war from 1585 to 1603, however, are unsystematic, fragmentary, and mixed up with other business of the court. Procedure in the court was developing only slowly: it was not until 1589 that adjudication became necessary for captured prizes. The court, moreover, was often by-passed or ignored by the Lord Admiral, the Earl of Nottingham. As a result "a great deal of privateering activity escaped the notice of the court."<sup>1</sup>

There is a much greater abundance of material for the privateering war from 1625 to 1630. The records of the court were kept more systematically and rigorously than during the Elizabethan period. By 1625 significant progress had been made towards the separation of the "prize and instance" jurisdiction of the court, which is most clearly reflected in the recording of the issue of letters of marque by the court in registers for that purpose.<sup>2</sup> Procedure in the court had become more definite: "Condemnation of prizes...had become the rule, and was no longer, as it was in the Elizabethan times, the exception."<sup>3</sup> Buckingham, the Lord Admiral until his death in 1628, had already provided much of the impetus behind sweeping reforms in the navy,<sup>4</sup> and was reluctant to abuse court procedure as Nottingham had done. In January



1626 Buckingham pointed out to Sir John Hippisley, who had urged the Lord Admiral to issue letters of marque out of the Cinque Ports, that he could not "give warr~~ant~~ to any man of warr to goe to Sea to take prize but in the ordinarie course, and accordinge to his Majesties Comission and the Lords of the Councells Instrucons for letteres of Marque."<sup>5</sup> In any case, Buckingham was so widely involved in other matters of state from 1625 to 1628 that much of the day-to-day supervision of prize business was left to his secretary, Edward Nicholas, who usually worked in harmony with the judge of the court to defend the jurisdiction of the admiralty.

While the records of privateering during the 1620s are much fuller than for the Anglo-Spanish war from 1585 to 1603, they are still not a complete record of all private maritime activity from 1625 to 1630. Comparison of the register books, which record the issue of letters of marque, with the bonds, which the leading members of the crew of a privateer had to enter into before putting to sea, reveals gaps in both. Furthermore some adventurers continued to take the law into their own hands by setting out un-commissioned vessels to prey on enemy shipping.<sup>6</sup> The number of such irregular ventures, however, seems to have been small, and the collation of a wide variety of source material allows gaps to be filled. The quality of this material allows a much fuller description and analysis of the privateering effort during the 1620s to be undertaken than for previous wars of reprisal.

Three main sources form the documentary basis of this chapter: a register book of warrants for issuing letters of marque; another register book which lists the letters of marque issued out of

the High Court of Admiralty; and the extensive series of bonds, of which there are seven large bundles for the period from 1625 to 1630.

The register of warrants consists of two volumes, the first covers the period from September 1625 to August 1628, when Buckingham was Lord Admiral, the second, the period of the admiralty commissioners, from October 1628 to the end of the wars.<sup>7</sup> The first volume contains miscellaneous material relating to prize business, including a copy of the commission from the King to Buckingham, of 7 April 1625, authorising him to issue letters of marque against Spain; copies of warrants from Buckingham appointing tenth collectors; and warrants to collectors to sell parcels of tenths. The bulk of the register, however, is taken up with a list of warrants issued by the Lord Admiral to the judge of the Court of Admiralty, authorising the issue of letters of marque. The entries for the warrants seem to have been made up as they were received from the Lord Admiral. They record the names of one or two of the promoters of the venture; the name and tonnage of the ship; and the name of the captain, with occasionally the name of the master. Some of the early entries provide additional information concerning the number of men and ordnance carried in the ship, and details of losses and victualling. Interspersed in the register are entries of warrants to issue commissions to take pirates and sea-rovers, which some vessels sailing on voyages of reprisal also carried.<sup>8</sup>

Until April 1627 warrants were only issued for letters of marque to be granted against Spain. After 28 April 1627, however, letters of marque were also issued against France. The warrants to issue such commissions against France were recorded further on in the volume;

the front continued to be used for warrants against Spain. Initially there was little cross-referencing between the two lists; ships issued with letters of marque against Spain and France were listed separately in both the front and back of the volume. After October 1627, however, the same entry is used, in the front of the volume, for Spain and France if letters of marque were issued against both countries. This practice was maintained through the second volume until 14 April 1629, when the issue of letters of marque against France ceased.

In addition to serving as a general record of warrants issued by the Lord Admiral to grant letters of marque against Spain or France, the register was also used as an account book of the fees paid for such commissions. Both volumes contain a note of the fees for a letter of marque at the start of the list of warrants;<sup>9</sup> comments in the margin of the register indicate whether the fees had been paid or not.

The second register consists of three volumes which are mainly composed of lists of letters of marque issued from 1625 to 1630. The first volume covers the issue of letters of marque against Spain from the start of the war until March 1628;<sup>10</sup> the second volume covers the issue of letters of marque against France from May 1627 until April 1629;<sup>11</sup> and the third volume covers the issue of letters of marque against Spain from April 1628 until November 1630.<sup>12</sup> The second and third volumes have been used at both ends: one contains a list of letters of marque issued by Buckingham until his death, the other a list of those issued by the admiralty commissioners, who replaced the Lord Admiral in August 1628.



This register was kept in accordance with article 10 of the regulations drawn up by the Privy Council in 1625, which stated that before "the takinge of the said commission", the promoters of privateering ventures were to inform the Lord Admiral, or the judge of the admiralty, of the name and tonnage of the ship being set out "and the name of the captaine or owner of the said shipp, with the number of mariners and men in her, and for what tyme they are victualled, and alsoe of their ordnaunce, furniture, and municon, to the intent that there may bee an accompte made therof at their returne."<sup>13</sup> The register does not record all this information for every vessel which was issued with letters of marque: in many cases details of the numbers of ordnance and men carried, and the length of time for which the ship was victualled, were not entered; the tonnage of the vessels, however, is rarely missing from the lists.

The third main source for this chapter are the bonds which had to be taken out before a privateer could put to sea on a voyage of reprisal.<sup>14</sup> They consist of loose paper sheets, bound together by leather thongs. The bonds record the names of the leading members of the crew; usually, the names of one or two of the promoters of the venture; the name of the ship and its tonnage. Two separate bonds were taken out for every ship, or ship and pinnace, issued with letters of marque against Spain from September 1625 to November 1630. A separate set of bonds had to be taken out if the same vessel was issued with letters of marque against France from April 1627 to April 1629. In addition, it was fairly common for two different sets of bonds to be made for vessels set forth from the outports: one was made in London by a public notary or merchant acting on behalf of the promoters of the venture; another was made in the port from which the vessel was

being set out, by the promoters or leading members of the crew.<sup>15</sup> The result of these duplications is a mountain of documentary material which can be used, in conjunction with the two register books to draw up a list of vessels involved in privateering from 1625 to 1630, and provides the opportunity to analyse the geographical patterns and chronological fluctuations of the privateering effort during these years.

## 2. Presentation of the data

Appendix I is a list of all vessels set out with letters of marque, issued by the High Court of Admiralty in London, from English, Irish and Scottish ports from 1625 to 1630. It has been compiled from a collation of the three sources described above. While the list is probably not a complete record of every letter of marque issued by the admiralty court, it is unlikely that it is seriously incomplete; the general conclusions to be derived from it provide a broad picture of the privateering effort during this period which can be partly supported by other source material, such as the surviving letters of the tenth collectors to Nicholas or Buckingham.

The vessels are listed under their port of origin, which was usually stated in the bonds or register books. The list for Plymouth includes vessels from Plympton, Saltash, Stonehouse and Oreston; that for Exeter includes vessels from Exmouth, Topsham and Apsham. In both cases the evidence of the port of origin is so contradictory as to make a more specific distinction impossible; the Willing Mind, for example, is given as belonging to Apsham, Topsham and Exmouth in successive bonds. There are two separate sections at the end of the list: one of vessels

whose port of origin is unknown; the other of vessels for which the evidence of the port of origin is conflicting. This includes vessels such as the Brenaby, whose port of origin is given as Southampton, Plymouth and Fowey.

Two further problems have to be faced before the material in Appendix I can be used in an analysis of the numbers, and tonnage, of vessels involved in privateering during the 1620s. The first problem concerns the tonnage of vessels, which during this period was only approximate and often contradictory. The system of bond taking, whereby merchants in London could take up bonds for promoters of ventures in the outports, tended to lead to further inaccuracy. It is not surprising, therefore, to find the same vessel given different tonnage figures, in some cases of fairly large proportions: the Ann of London, for example, was stated to be of 190 tons in a bond dated 15 April 1626 and of 130 tons in a bond of 27 February 1627. To deal with this problem an average has been taken of the different figures given for a vessel's tonnage, and it is this figure which has been used in the following analysis of the privateering effort.

The second problem concerns the identification of individual vessels, which is especially acute for London and some of the larger outports where many ships bore the same name. Two or more vessels of the same name have only been counted as one vessel where the name of the captain, or promoters of the venture, are the same. This method, however, will tend to exaggerate the number of vessels involved in privateering for the promoters of a venture could change from year to year: the Unicorn of London, set out by Richard Haddock and others in 1627,



William Garroway and others in 1628, and John Prynne and others in 1630, could have been the same vessel. Without further evidence it is impossible to decide if there were three, two or only one vessel which bore the name Unicorn of London. To deal with this problem a minimum total of vessels involved in privateering has been calculated by counting all vessels of the same name and port, regardless of their tonnage, as one. By this method a maximum and minimum total of the number of vessels involved in privateering can be calculated. This is not an ideal solution, for ports heavily involved in privateering such as London or Bristol the difference between the two totals is substantial, but without more positive evidence concerning the identity of vessels it is the best the sources will yield.

These problems should induce caution in any survey and analysis of the privateering effort during the 1620s, but they do not prevent broad conclusions being drawn from the data concerning the geographical extent and chronological fluctuations of privateering during the period, which can sometimes be confirmed by miscellaneous sources such as reports from vice-admirals or tenth collectors.

### 3. The privateering effort 1625-1630

#### Ventures and venturers

The privateering effort of the 1620s was made up of a miscellaneous variety of ventures which were usually organised as business enterprises, on a terminable joint-stock basis.<sup>16</sup> This was similar to other commercial ventures of the time and allowed the risks involved to be spread among

a wide range of promoters. The adventurers in the St. George of Bristol, issued with letters of marque in 1628 and 1629, consisted of six merchants and one mariner: John Gonnige, the younger, was the owner and victualler of a fourth part of the ship, the others owned and victualled an eighth each.<sup>17</sup> The capital required for a venture was usually "found only for a specific expedition. When the ships returned and the captures were sold, the proceeds were divided and the whole business was wound up."<sup>18</sup> It was customary for the proceeds to be divided into three: the owners of the ship received one third; the victuallers received another third; and the crew, "who adventured their lives", received the rest.<sup>19</sup>

For many of the ventures for which letters of marque were issued during the 1620s, however, privateering was of secondary importance. Some ventures, especially those organised by London merchants, combined trade with privateering. As much of "English trade was still an adventure in the most literal sense of the word" it was common for merchants to "turn to...privateering to keep up flagging income should normal business be disrupted",<sup>20</sup> especially if they were engaged in the long distance and hazardous trades to Guinea, Barbary, the Levant or the East Indies. The penetration of these markets had often been achieved through force, and trade was maintained only through the use of large, "powerfully gunned and adequately manned" ships.<sup>21</sup> London merchants engaged in these trades sent their ships out, from 1625 to 1630, with letters of marque "half armed for war, half with merchandise".<sup>22</sup> In July 1627 John Webber, Thomas Lenthall and others set out the Increase of London, "laden, and victualed for a voyage to Barbarie in Trade, and Warfare, having Letter of Marke".<sup>23</sup> After "the unloading of

the goods" the Increase was to "goe on the Coaste of Spaine & spend their time only as a man att Warr untill their Retourne".<sup>24</sup> The Pearl of London, "bound upon a voyage to Ireland for Pilchards and from thence to Venice" in 1628, also possessed letters of marque.<sup>25</sup> John Bland, William Cockayne and other "Tynne Farmors" freighted the Neptune of London in August 1628 to carry tin on a voyage "to the Straights", for which the master, George Bodham, had previously taken out letters of marque.<sup>26</sup> In August 1628 George Rookes, Robert Grove and "the companie of London Marchants trading" to the Canary Islands were granted permission to send the Young Swan of London, laden with pipestaves in Ireland, to the islands to recover wines belonging to them;<sup>27</sup> the merchants were granted a special pass for the ship, which also carried letters of marque.

Ventures which combined trade with plunder offered the promoters the possibility of earning a "super-profit" if prizes were captured.<sup>28</sup> Peaceful trade and licensed plunder, however, did not always work hand-in-hand: the tension between the two could sometimes serve to wreck the commercial objectives of the venture. In 1627 a group of London merchants including Richard Leigh, Richard Archdale, Henry Lee the elder and younger, Francis Blizard, Martin Broadgate and Humphrey Slaney, set out the Plain John, and a pinnace the Ann, for a voyage to the Azores "to trade there if they might procure licence & safe Conduct, of the Magistrate".<sup>29</sup> Slaney, who was a part owner of both vessels, took out letters of marque for "their Common use, & this was done to Inable them to take whatt purchase they Could". At Terceira the Plain John was given licence to trade; the Ann, which had sailed on to Fyall, was granted a similar privilege. The Ann, however, went on to seize a Portuguese carvel in the port, which was richly laden with a cargo of



sugars. When news of this outrage reached Terceira the goods which had been unladen out of the Plain John were seized; the ship was forced to return to England "without trade",<sup>30</sup> where Slaney claimed the prize as his. The other merchants, angered at the lost opportunity for trade, hoped to repair the damage done by petitioning the Lord Admiral for the prize to be restored to the Portuguese owners.<sup>31</sup>

Other ventures for which letters of marque were issued during the 1620s had as their primary objective the planting and peopling of colonies in the West Indies or North America. The return of war between England and Spain in 1625 meant that promoters of colonial ventures could "openly and legitimately combine plunder and colonization".<sup>32</sup> The close, if ambiguous, relationship between privateering and colonial venturing was reflected in a petition of the council of the Virginia Company to the House of Commons in April 1624, which pointed out how the colony would be "An inestimable advantage,....in case of warr" with Spain,

"both for the easie assaultinge of the Spanyards West Indies, from those parts, and for the relievinge and succouringe of all shippes and men of warr that should goe on reprysalls, there beinge none of those daungers or discommodities whatsoever that in former times overthrew soe many voyadges butt wilbe by the plantations of Virginia and Summer Islands supplied and prevented; soe that our benefitt and the enemies harme and loss wilbe certaine."<sup>33</sup>

It was against this background that the first English settlements in the West Indies, on St. Kitts, Barbados, Nevis and Providence Island, were founded. Thomas Warner who had begun to settle St. Kitts in 1624, returned in 1626 with the backing of Ralph Merifield and a group of London merchants, in the Gift of God carrying letters of marque

for "their better assistance".<sup>34</sup> John Powell, captain of the William and John, was set out by Sir William Courteen in 1626 to begin the settlement of Barbados, with letters of marque. Powell's capture of a prize and consequent return to England delayed settlement of the island until 1627, when Henry Powell, carrying letters of marque in the William and John, landed about eighty settlers on the island.<sup>35</sup> The settlement of Nevis was begun by a group of London merchants connected with the Earl of Carlisle, the Lord Proprietor of the Caribbee Islands since July 1627, who set out the Carlisle for the "planting and peopling" of the island in 1628 with letters of marque.<sup>36</sup> The "pioneer expedition" to Providence Island, set out by a syndicate headed by the Earl of Warwick in 1629, consisted of the Warwick and Somers Island Pinnace, both of which carried letters of marque.<sup>37</sup>

These new settlements in the West Indies together with the older colony of Virginia, on the North American mainland, were kept supplied by ships from England which carried letters of marque. In May 1627 captain John Powell in the Peter landed goods and about ninety settlers on Barbados.<sup>38</sup> In July 1627 the merchants Thomas Combes of Southampton and Maurice Thompson of London set out the Plough, with letters of marque, "for the supply" of the settlement on St. Kitts.<sup>39</sup> John Preen was especially active in supplying Virginia during these years in ships which were also issued with letters of marque: in 1626, as captain of the Peter and John, he transported powder and about one hundred and ten settlers to the colony; in 1627 he transported two hundred and twenty settlers to the colony in the Samuel and a pinnace the Endeavour; the following year he set out the Trial, in which Francis Moyne was captain, which also carried settlers to the colony; and in 1629 he transported the new governor, Sir John Harvey, to the colony in the Friendship.<sup>40</sup>



War with France, after April 1627, provided the opportunity for a group of London merchants, headed by the Kirke family, to set out a large fleet of vessels with letters of marque, the aim of which was to supplant the French along the St. Lawrence river and muscle in on the fur trade in Canada. In the Spring of 1628 Jarvis Kirke and others set out the Abigail, Charity, and a pinnace the Elizabeth and Magdalen, with letters of marque. The fleet was heavily armed and manned with two hundred men; after entering the Gulf of the St. Lawrence and destroying a French outpost at Miscou, it returned to England with a "rich haul of French prizes."<sup>41</sup> The following year the Kirke's joined forces with Sir William Alexander, who had been granted a patent of land in Novia Scotia, and set out a fleet of six ships and three pinnaces with letters of marque. David Kirke, the leader of the expedition, was instructed to "go into the Gulf and River of Canada in New France, and to do his best to possess himself of the trade and country and displant the French."<sup>42</sup> Kirke was brilliantly successful: Quebec fell to the English in July 1629, but was later restored to France according to the terms of the treaty of St. Germain-en-Laye, in 1632.

A smaller number of ventures during the 1620s combined privateering with some form of royal service. Captain Thomas Woodson, issued with letters of marque for the Antelope of London in July 1626, was used by the Earl of Lindsey for "discryinge of the Spanish fleete att Sea".<sup>43</sup> Captain John Hall, who was granted letters of marque for the Alathia of London in July 1626, also carried "pryvate instruccions" from the Lord Admiral.<sup>44</sup> The Cinque Ports, ordered to fit out two ships "for the defence of the Kingdom" during 1626, successfully petitioned to have them issued with letters of marque "untill the rest of the shippes



appointed to be provided by the other outports shalbe readie to joine in a bodie at the rendezvous".<sup>45</sup> In June 1627 the masters of the Neger of Newcastle and the Margaret of Ipswich agreed to transport Sir James Spence, the English ambassador to the King of Sweden, to Elbing "upon condicion that they may be furnished with letters of marck....without paying anie fees for the same".<sup>46</sup> It was also possible for men-of-war sailing on reprisal to be pressed into service with the royal fleet: during 1627 Sir William Beecher was authorised to command any man-of-war carrying letters of marque he met with, to assist him.<sup>47</sup> Captain James Duppa and Sir Henry Mervin were granted similar powers later in the same year.<sup>48</sup>

During the 1620s, therefore, letters of marque were issued for ventures which had a variety of aims and objectives. These enterprises also involved a wide range of venturers including merchants and shipowners, sea captains, gentry and some members of the aristocracy. It is impossible to compile a complete list of venturers involved in setting vessels out with letters of marque from 1625 to 1630: the registers of warrants and letters of marque record only the names of one or two of the promoters of a venture, in which many others may have been involved. It is clear, however, that merchants and shipowners were the largest group involved in the business; some of the wealthier and more enterprising merchants in London and Bristol had very extensive interests, which few of the gentry or aristocracy could match. The London merchant and shipowner George Rookes was involved in setting out at least nine ships and two pinnaces with letters of marque from 1627 to 1629, as table 3.1 indicates. Rookes had wide-ranging commercial interests: during the 1620s he was engaged in the French trade, in

Table 3.1: Vessels set out by George Rookes with letters of marque from 1627 to 1629.

<u>Vessel</u>	<u>Partners</u>
1627: <u>George and Little George</u> of London	Robert Grove and others
<u>Grace</u> of London	Thomas Trotter and others
<u>Morning Star</u> of London	and others
<u>Phoenix</u> of London	and others
<u>Elizabeth and James</u> of Youghal	Thomas Bryant and others
<u>Squirrel</u> of Dartmouth	and others
1628: <u>Anne</u> of London	Francis Blizard and others
<u>Young Swan</u> of Hoorne (freighted)	and others
1629: <u>Bride</u> of London	Robert Grove and others
<u>George and Little George</u> of London	Robert Grove and others

the wine trade to the Canary Islands, in the Barbary trade, in the new colonial trades to St. Kitts and Virginia, and as an interloper in the muscadine trade in the Levant.<sup>49</sup> Like some of the other London merchants Rookes combined trade with privateering, though not always successfully: in 1629 the Bride, which he set out with letters of marque at a cost of £1,000, was captured by captain Bontemps in a French man-of-war as she was returning to London with a cargo of wines valued at £7,250.<sup>50</sup> Humphrey Slaney, the London merchant and shipowner who also had extensive commercial interests, especially in the redwood trade to Guinea, was involved in setting out at least eleven ships and three pinnaces with

Table 3.2: Vessels set out by Humphrey Slaney with letters of marque from 1625 to 1629

	<u>Vessel</u>	<u>Partners</u>
1625:	<u>William</u> of London	-
1626:	<u>Gift of God</u> of London	and others
	<u>John and Humphrey</u> of London	John Slaney
	<u>Plain John</u> and <u>Anne</u> of London	and others
1627:	<u>Plain John</u>	-
	<u>Lion</u> and <u>Heart</u> of London	and others
	<u>Exchange</u> of London	and others
	<u>Elephant</u> of London	-
	<u>Valentine</u> of London	-
	<u>Treasure</u> of London	Arthur Sheires
1628:	<u>Exchange</u> and pinnace of London	and others
	<u>Treasure</u> of London	and others
1629:	<u>Anne</u> of London	and others
	<u>Scipio</u> and <u>Anne</u> of London	Nicholas Crispe, William Cloberry and others

letters of marque from 1625 to 1629, details of which are provided in table 3.2. In some of these ventures Slaney, like Rookes, combined trade and privateering as in 1629, when he set out the Scipio and Anne for a voyage to West Africa with his long standing associates in this trade, Nicholas Crispe and William Cloberry.<sup>51</sup>

Few other promoters in London, or the outports, were so extensively engaged in setting out vessels with letters of marque as Slaney or



Rookes; though in Bristol members of the Society of Merchant Venturers were very active in sending ships out on reprisal. These included leading merchants and shipowners such as John Gonnige who was involved, with other adventurers, in setting out at least six ships; Giles Elbridge, who fitted out six ships and three pinnaces; Humphrey Hooke, who set out five ships and two pinnaces; and Thomas Wright, who set out the Porcupine and Catch from 1627 to 1629, in addition to the Thomas in 1627, the Dainty and Thomas in 1629, and the Swift and Ketch in 1630.<sup>52</sup> Few of these merchants seem to have combined trade and privateering; many of them, like Thomas Wright, traded mainly with Spain, Portugal or France, whose markets were closed to them during the war years.<sup>53</sup> As a result, Bristol merchants such as Hooke or Gonnige were probably more intensively involved in privateering than London merchants such as Rookes or Slaney, to whom setting ships out on reprisal was but part of a much wider range of commercial activity.

Few of the gentry were active in sending vessels out on reprisal, and few of those who were involved in privateering had such extensive interests as the merchants of London or Bristol. Among the leading promoters of privateering ventures from the gentry were Sir John Hippisley, one of Buckingham's favourites and the Lieutenant of Dover Castle from 1624 to 1628, who set out four of his ships and two pinnaces between 1626 and 1628;<sup>54</sup> William Scras, of an "ancient and highly respectable Sussex family",<sup>55</sup> who was involved in setting out four ships and three pinnaces in partnership with his brother Tuppyn between 1627 and 1629; and Sir James Bagg, whose father had also been engaged in privateering, who set out five of his ships from Plymouth during these years.

Many of the gentry who were involved in privateering were admiralty officials or held offices which had maritime connections. Many of them were from south west England, where there had long been an intimate connection between landed wealth and maritime activity. Sir James Bagg was the Vice-Admiral of south Cornwall and one of Buckingham's leading admiralty officials in the south west after the downfall of Sir John Eliot. Sir John Drake, who set out two ships and pinnaces on reprisal during the later years of the war, was acting Vice-Admiral of Devon; Sir Edward Seymour, involved in setting out two ships and pinnaces, had been Vice-Admiral of Devon until he was replaced by Sir John Eliot in 1623; Sir Francis Godolphin, who set out the Dolphin in 1628, was governor of the Scilly Isles; the captain of the fort at Falmouth, Sir Robert Killigrew, set out the Peter and Peter's Whelp in 1627 and the Mary in 1628.

Most of the gentry engaged in privateering were shipowners. In October 1626 Edward Nicholas informed Buckingham that there were many other gentlemen, as well as sea captains, who would victual and set out prize ships which had been adjudged to the crown, with letters of marque, "if the King would be att the Charge only to repaire, rigg, fitt, furnishe, and Arme them with ordnance" and munition.<sup>56</sup> The Privy Council, eager to encourage privateering, accepted the proposal when it was put forward by the Lord Admiral: after 25 October 1626 prize ships were to be loaned to "captaines and gentlemen" who were to "become bounde..to answeere to his Majestie for such his adventure one full third part of whatsoever they shall take from the ennemy".<sup>57</sup> The response, however, was feeble: less than 15 prize ships were loaned from October 1626 to the end of the war. Among those who took up the offer were Sir Robert Killigrew, Sir John Wentworth and Sir David Boswell. Unusually, Wentworth and

Boswell were military adventurers who had served in the Netherlands; Wentworth, who had been captured by a Dunkirk privateer while returning to England early in 1625 and had subsequently escaped, was loaned the Nostre Dame de Grâce and the St. Peter in June 1627; Boswell, whom James I had "held in very good esteeme", was loaned the St. Claude about the same time.<sup>58</sup> Neither venture seems to have prospered: Boswell was later accused of selling the tackling of the ship and only trusted with the command of the vessel after the intervention of the King, who "put a gracious construction upon" his actions.<sup>59</sup> Wentworth fitted his two vessels out for a voyage to the West Indies, "to trade with the Indians and his Majesty's subjects there inhabiting, and with letters of marque outwards and homewards bound, to adventure his life against his Majesty's enemyes", but failed to take any prizes.<sup>60</sup> As a result, and as the vessels had "become soe defective and decayed as that the charge of repaireing and makeing them serviceable is lyke to be greate," the loan was renewed for another year in June 1628.<sup>61</sup> Although Wentworth managed to seize the St. John Baptist as prize he faced further difficulties in August 1628 when the pinnace was "carried away by the captain who....committed piracies with her".<sup>62</sup>

A number of sea captains, some of whom served in the King's fleet, were also involved in privateering. These included Sir John Watts, whose father had been deeply engaged in setting ships out on reprisal during the 1590s, who set out the John of Portsmouth in 1628 with captain John Mason and others; captain James Duppa, involved in starting "a Plantacion" along the River Amazon in 1629,<sup>63</sup> set out the Charles of London in 1626 and the Exchange and the James of London in 1629; and Thomas King, formerly master to the "Admiral of the Narrow



Seas",<sup>64</sup> who set out the Pelican of London from 1626 to 1630. King was the sole owner of the ship, which had been built in Enkhuizen, and went as her captain for most of the time she was at sea. Captain John Pennington was also probably involved with his brother Isaac, the wealthy London merchant, in setting out the Nicholas, Lion and Lioness of London in 1627. According to the Venetian ambassador Pennington was "endeavouring to obtain a commission to sail with ten or twelve ships" into the Mediterranean, "promising not only a great booty from the French prizes, but also giving hopes that the Huguenots of Languedoc may make themselves heard with such a diversion in their neighbourhood."<sup>65</sup> Nothing came of these plans after the Levant Company remonstrated with the Privy Council about the proposed expedition. The company was alarmed at the likely consequences on their trade with Turkey if a fleet of privateers was allowed into the Mediterranean: "Their object", the Tuscan resident reported, "no doubt would be to attack only the Spaniards and French, but, as these nations carry on a large trade with Turkey, their ships could not be captured without damage and offence to the Turks. Retaliation would be the inevitable result to the great loss of the English traders."<sup>66</sup> After additional remonstrances from the Tuscan resident and the Venetian ambassador, the Privy Council quietly dropped Pennington's proposal.

Few sea captains responded to the offer of the Privy Council concerning the loan of prize ships. Among those who did were captain Richard Gyffard, loaned the St. Peter in 1626; Anthony Marbury, loaned the St. George in 1627; and Richard Quayle, who was loaned the St. Mary in November 1626.<sup>67</sup> Others may have been discouraged from taking up the Privy Council's offer because of the poor condition of the ships: the

John Garine, which was loaned to the Earl of Suffolk in July 1627, "was so unfurnished of tacklings, munition and other necessarie provisions that" the Earl "could not proceede in the intended voyage".<sup>68</sup>

A small number of the aristocracy were involved in privateering: from 1626 to 1630 at least six members of the peerage were involved in setting out twenty vessels with letters of marque. As table 3.3\* indicates, more than half of this total was made up of vessels set out by the Earl of Warwick, the largest shipowner among the early Stuart aristocracy. Warwick, whose privateering activities recall those of the Elizabethan Earl of Cumberland, was the only member of the aristocracy to send his ships to sea persistently from 1626 to 1630. The "shipping of other peers was", as Lawrence Stone observes, "used in a less ruthlessly Elizabethan fashion, and their operations were on a far smaller scale."<sup>69</sup> Two of these peers were loaned prize ships from the King: Montgomery was loaned the Jane, Suffolk the John Garine, though the poor condition of the latter prevented the Earl from proceeding "in the intended voyage".<sup>70</sup>

The privateering ventures of Montgomery, Carlisle and Warwick were closely connected with their colonial interests, or ambitions, in the West Indies. Montgomery intended to set the Jane out "for a voyage to the Isles of Montgomery".<sup>71</sup> Carlisle, who had been granted the Caribbee Islands in July 1627, was involved with a group of London merchants headed by Marmaduke Royden, William Perkins and Alexander Bannister, in setting out his ships for planting and supplying settlements on St. Kitts and Nevis.<sup>72</sup> Warwick planned to lead a large

\* see Vol. 2 pp.301-311 for tables 3.3 to 3.14.

fleet of five ships and five pinnaces to the West Indies in 1627, but was unable to do so because of delays in England.<sup>73</sup> In 1628 he sent three of his vessels to the Caribbean, and in 1629 two of his vessels began the settlement of Providence Island. As Newton pointed out, "Warwick did not stand alone in these ventures, but may be regarded as the head of a clan, composed on the one hand of his own relatives and adherents and on the other of a body of powerful London merchants."<sup>74</sup> This group, which brought together merchants such as John Dyke, responsible for the detailed organization of the 1629 venture; and members of the gentry such as Sir Ferdinando Gorges, was also deeply involved in attempts to set up an English West India Company.<sup>75</sup>

Merchants and shipowners were the most important venturers involved in privateering during the 1620s. Many of those members of the gentry and aristocracy who were also engaged in the business were shipowners and sometimes backed by merchants. Very few venturers, such as Sir John Wentworth or Sir David Boswell, entered the business without some former maritime experience or connections. The partnerships of the Earl of Warwick, or Sir Kenelm Digby,<sup>76</sup> with wealthy London merchants reflects the need for experience, flexibility and capital in running what was essentially an extremely risky enterprise, as well as underlining the close social and professional relationships between the landed and mercantile classes in early Stuart England.

#### The geographical pattern

The return of war with Spain during 1625, and subsequently with France during 1627, saw the resurgence of English privateering on a massive scale.<sup>77</sup> Between September 1625 and November 1630 the High



Court of Admiralty issued letters of marque authorising a minimum of 663 vessels, and a maximum of 950, to plunder enemy shipping. As table 3.4 indicates between 141 and 215 of these vessels, or roughly one-fifth of the total, were pinnaces which accompanied ships on the same voyage.

Of these totals seven ships and three pinnaces were set out from ports in Ireland; eleven ships and one pinnace from Scottish ports; and about a further twenty vessels were set out from English ports by a small group of Huguenot seamen who had fled to England, during 1625, to "ask for a haven."<sup>78</sup> Some of these Huguenot seamen, at least one of whom settled in England, were also involved in ventures with English promoters.<sup>79</sup>

It is clear from table 3.4 that privateering was of considerable importance during these years, involving a significant proportion of the English merchant marine. The total tonnage of vessels issued with letters of marque from 1625 to 1630 was somewhere between 82,251 and 117,270 tons. Direct comparison between these figures and Ralph Davis's estimate of 115,000 tons for the total tonnage of the English merchant fleet in 1629 is, however, impossible: the tonnage estimates for privateers include figures for Scottish and Irish vessels, which amount to 2,690 tons, and an unspecified number of vessels set out by Huguenot seamen. Moreover, the estimates in table 3.4 cover a period of just over five years; Davis's estimate was based on "a survey made near the end of a long and unprofitable war," and consequently takes little count of the turnover in shipping during the privateering war.<sup>80</sup>

Although privateering was of considerable significance during these years, its importance varied from region to region. Some

areas, as table 3.5 demonstrates, played little or no role in the privateering war from 1625 to 1630: only one vessel was set out with letters of marque from the ports of north west England; while the east coast ports, from Newcastle to Ipswich, were involved in fitting out between 26 and 28 vessels, approximately the same number as those set out from Southampton on the south coast. It is evident that southern England accounted for the vast majority of vessels engaged in privateering during these years: the region south of a line drawn through London and Bristol accounted for 90% of the total. Within this region, however, two areas stand out as being of prime importance: London, taking up approximately one third of the total number of vessels set out with letters of marque, was in a class of its own as figure 3.1 clearly shows. London merchants were also involved in setting out privateers from the outports, sometimes in partnership with local merchants: George Rookes and others set out the Elizabeth and James of Youghal in 1627; Moses Slaney set out the Hope of Plymouth in 1628; Henry Wentworth and others were engaged in a partnership with John Ellsey of Southampton in setting forth the Mary and Diana of Portsmouth, in 1627.<sup>81</sup> Elsewhere, the ports of the south west were very active in setting forth privateers; these ports, from Poole round to Bristol, accounted for about 50% of the total number of vessels involved in privateering. Between them, these two areas accounted for more than three quarters of the total shipping which made up the privateering effort of the 1620s.

As during the Anglo-Spanish war from 1585 to 1603, therefore, the privateering effort from 1625 to 1630 was dominated by London and the south west ports. As table 3.6 indicates the leading ports of the

south west, Weymouth, Exeter, Dartmouth, Plymouth and Bristol, accounted for about 40% of the total number of privateers operating during these years. This represents a reversal of the situation during the closing years of the long Elizabethan conflict with Spain, when London's share of the privateering business had grown at the expense of the outports, especially Bristol whose share in the business fell dramatically from 1589 to 1598. By this latter date Bristol seems to have been sending out less privateers than the much smaller port of Lyme Regis.<sup>82</sup> It is clear from table 3.6, however, that during the wars from 1625 to 1630 Bristol was the leading privateering port among the outports, accounting for between 11% and 12% of the total number of vessels set out with letters of marque.

The resurgence of privateering at Bristol was closely connected with the reorganization of the Society of Merchant Venturers, in the port, towards the end of 1605. Taking on a "new lease of life", the Society thereafter "played a tremendously important part in restoring to Bristol some of the glory that had been hers in the later middle ages."<sup>83</sup> It was leading members of the Society, such as Humphrey Hooke or Thomas Wright, who were the most prominent promoters of privateering ventures from 1626 to 1630. At least twenty one of the "principal owners" of privateers set forth from the port were members of the Society.<sup>84</sup>

The involvement of the other ports in privateering, as figure 3.1 illustrates,<sup>†</sup> was on a much smaller scale. While Southampton and the rest of the ports below it in table 3.6 accounted for 24% or 31% of the

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<sup>†</sup>All figures are to be found in volume 2, p.343 ff.



total number of vessels set forth on reprisal during these years, their individual contributions to the privateering effort were much less important. Although privateering was clearly of local significance at ports such as Southampton, Dover or Barnstaple, this was hardly the case for the much larger group of ports who set forth less than ten privateers during these years. Ports such as Hull, Ipswich or Sandwich were only intermittently engaged in the privateering war, and on a very small scale; others, such as Chester or Rye, even less so.

The concentration of the privateering effort in London and the ports of the south west is confirmed by an analysis of the tonnage distribution of privateers operating from 1625 to 1630. Table 3.7 provides details of the tonnage distribution according to the number of privateers, table 3.8 according to tons burden.

It is clear from table 3.7 and figure 3.2, which is derived from it, that much of the privateering effort of these years was made up of small vessels: between 298 and 432 of the total number of privateers set forth were under 100 tons burden. These vessels accounted for 45% of the total number involved in privateering although, as table 3.8 indicates, they only made up 18% or 20% of the total tonnage. About two thirds of the total number of privateers were under 150 tons. A good number of these small vessels, however, were pinnaces which accompanied larger ships on the same voyage: 47% or 49% of the total number of privateers under 100 tons, and 33% of the total under 150 tons, were pinnaces varying in size from 6 to 120 tons.

Although the bulk of the privateering effort of these years was made up of small vessels, there had been a significant increase in the number of larger privateers compared with the Anglo-Spanish conflict from 1585 to 1603. As table 3.7 indicates, between 53 and 73 of the total number of privateers operating from 1625 to 1630 were of 300 tons or above. By comparison only 12 privateers set forth during the long Elizabethan conflict with Spain, whose tonnage is known, were of 300 tons or above.<sup>85</sup> Such large vessels accounted for nearly 10% of the total number, and more than 20% of the total tonnage of privateers set out during the 1620s.

Table 3.9 shows that the tonnage distribution of privateers set out from those regions which were most actively engaged in the privateering war was essentially similar to the general pattern. As figure 3.3 illustrates more clearly, a majority of the total number of privateers set forth from the south east, south and south west were under 100 tons.

Few of the vessels set out from the regions were over 150 tons: as table 3.9 indicates, only 4 to 6 of the privateers set out from the south east, and 6 to 8 of those from the south, were of 150 tons or above. Between them, both regions set forth only one privateer of 300 tons or above; even the south west, which sent out a much greater number of vessels of 150 tons or above, set out only 4 to 5 privateers of similar size.

The exception to this pattern was London where, as figure 3.3 illustrates, a clear minority, less than 30%, of the total number of

privateers set out were under 100 tons. By comparison, the proportion of vessels under 100 tons set forth from the south east, south and south west was two or three times greater. Over 40% of London shipping involved in privateering was of 200 tons or above, and more than half of this total was made up of vessels of 300 tons and above. Only about 8% of the shipping of the south west was of 200 tons or above; the number of vessels of 300 tons and above was insignificant.

The concentration of small vessels among the privateers set out from the regions is further illustrated in table 3.10. Much of the total tonnage of privateers set forth from the south east, south and south west, as figure 3.4 illustrates more clearly, was made up of small vessels. Nearly two thirds of the total tonnage of privateers set out from these regions was made up of vessels of under 150 tons. By comparison, more than three quarters of the total tonnage of privateers set out from London was composed of vessels of 150 tons or above; more than one third of the total tonnage was of vessels of 300 tons or above.

It is clear, therefore, that London set out a greater proportion of large privateers than did any of the regions. London, in fact, accounted for 57% to 65% of the total number, and 63% to 68% of the total tonnage, of privateers set out which were of 200 tons or above; its share of the total number and tonnage of vessels of 300 tons and above was even greater, as figure 3.5 indicates. While the average size of privateers set forth from London was between 170 and 180 tons, those for the south east, south and south west, as figure 3.6 shows, were all below 100 tons.



No other port seriously challenged the predominant position of London during the privateering war from 1625 to 1630. The privateering effort of Bristol, its nearest rival, was considerably less both in terms of numbers of privateers and total tonnage, as table 3.11 shows. The tonnage distribution of privateers set out from the leading outports was essentially similar to the general pattern, to a greater or lesser degree. Figure 3.7 demonstrates that only a small proportion of the privateering effort of these ports was made up of large vessels, of 200 tons or above. Between them Bristol, Plymouth and Dartmouth only set out 4 to 5 privateers of 300 tons or above. Weymouth and Exeter set out no vessel greater than 250 tons; together they only set forth 5 to 6 vessels of 200 tons or above. As figure 3.8 indicates, the average size of privateers set out from London was nearly double that for these ports, with the exception of Bristol.

Although London's share of the total number of privateers set out during these years had fallen compared with its position at the end of the Elizabethan conflict with Spain, it is evident that the port was sending out much larger vessels than in the past, and in greater number than any other port or region during the 1620s. None of the other ports which were actively engaged in the privateering war possessed the capability of setting out large vessels on such a scale.

#### The chronological pattern

To gain a more accurate impression of the chronological fluctuations in the privateering effort from 1625 to 1630 the ensuing analysis is based on the number of ventures rather than vessels; as such it complements, but is not directly comparable to, the results of the previous section.

Essentially a privateering venture was an economic enterprise, organised as a terminable joint-stock, and clearly distinct from a voyage which was a physical event. A venture could comprise two or more voyages depending on the number of vessels set out by the adventurers: thus the use of a ship and a pinnace signifies two voyages, but form only one venture. The legal basis of a privateering venture was the issue of letters of marque by the High Court of Admiralty. Although these commissions were valid for twelve months, this does not mean that all ventures lasted for this length of time. As Appendix 1 indicates, many adventurers set out vessels for a much shorter period, often for only six months or less. On the return of the vessel, or vessels, the venture was usually wound up. If prizes had been captured, and were adjudged lawful, they were shared out equally among the crew, shipowners and victuallers; the dividing up of prizes signalled the termination of the joint stock. If the same promoters then went on to take out another letter of marque for the same vessel, sometimes before the original commission had become invalid, this indicated the start of a new venture. It could be possible, therefore, for the same ship to be involved in two different ventures during the same year.

Unfortunately, the evidence of privateering ventures is complicated by the separate issue of letters of marque against Spain and France from April 1627 to April 1629. In many cases adventurers took out letters of marque to be used against both countries for the same venture: often enough the warrants authorising the issue of these commissions were granted on the same day, or within a week or so of each other; sometimes, however, there is a significant gap between the issue of the warrants. The problem is especially acute for 1627 when it is common to find separate warrants being issued for vessels such as the John and Francis

of London in January or February, for use against Spain, and in May or June for use against France. It is difficult to decide whether the issue of such separate warrants refers to one or two ventures: the promoters of existing ventures may have taken out letters of marque against France as a matter of course, once they became available during April 1627; or, as the names of the leading promoters or the captain of the ship are occasionally different, the existing venture may have been re-formed allowing new adventurers to join, or take over, the enterprise.

To deal with this problem two totals for the number of ventures have been calculated: in the maximum total separate warrants which were issued within six months of each other, such as those which survive for the John and Francis of London, have been counted as two separate ventures; in the minimum total, they have been counted as one venture.

Table 3.12 provides details of the number of privateering ventures from September 1625 to November 1630 based on this method of counting. Most of the data stated therein are from the issue of warrants, authorizing the grant of letters of marque, and consequently they do not take account of any possible overlap of ventures from one year to another. Nevertheless, the broad fluctuations in the privateering effort during these years are clearly visible. As figure 3.9 demonstrates the number of ventures grew slowly during 1626, the first full year of the war, but increased dramatically during 1627 when the number of ventures more than doubled, after which a steady but definite decline set in. The peak year was 1627, during which more than 300 ventures, or nearly one third of the total for the war, were set up.



As table 3.13 shows, the privateering effort of the regions followed a similar chronological pattern to a greater or lesser degree. It is evident from figure 3.10, however, that the decline in the number of ventures in London after 1627 was much greater than in the south west. While the number of ventures in London fell dramatically by nearly half from 1627 to 1628, there was only a fractional decrease in the number in the south west. As a result, London's share of the total number of ventures declined significantly as the war progressed: from nearly half of the total in 1626 to about one third in 1629 and 1630. By contrast, the south west's share of the total number of ventures grew from just over one third in 1626 to over half in 1629 and 1630, as figure 3.11 indicates.

Details of the number of privateering ventures for the leading ports are given in table 3.14. While too much should not be made of small statistical differences, given the shortcomings of the evidence and difficulties in its interpretation, it is clear that the number of ventures in Bristol, Weymouth, Plymouth and Exeter did not decline so dramatically, or rapidly, as in London. Figure 3.12 indicates that the number of ventures for these ports continued to grow slightly during 1628 and only slightly declined during 1629; in Weymouth the number of ventures seems to have increased slightly.

The evidence, therefore, points to a slow increase in the number of ventures during the first fifteen to eighteen months of the war. This was followed by a massive increase during 1627, which continued through to 1628 in the leading ports of the south west. Thereafter, the number of ventures began to decrease. The extent of this decline, however, varied considerably from port to port: while the number of ventures in London

fell dramatically after 1627, in the other leading ports which were engaged in the privateering war the decline was not so evident.

The slow growth in the privateering effort during 1625 and 1626 was partly due to the effects of plague which seriously disrupted commercial activity, and undoubtedly hindered the setting out of privateers, especially in London, Exeter and Plymouth.<sup>86</sup> The disruption caused by the plague was exacerbated, in London particularly, by the preparations for the expedition to Cadiz during 1625, in which large numbers of merchant vessels and colliers served. Preparations for a much smaller naval expedition to the coast of Spain the following year may have had a similar effect, although by May 1626 the Venetian ambassador was able to report that "Amid all the stagnation of naval preparations it seems that some ships with letters of marque are beginning to go out, despite the difficulties."<sup>87</sup> A more important reason, perhaps, was the widespread dislike of the government's articles concerning the regulation of privateering, which may have discouraged many merchants, shipowners and others from setting out vessels on reprisal during the first full year of the war. In January 1626 the Venetian ambassador reported that

"the people are not entirely satisfied, as they would like a free war without any conditions. In that case they would make reprisals without having to render account, whereas by the last proclamation they have to pay customs and tenths to the admiral, who professes to grant everything for the king's service."<sup>88</sup>

A few months later, in April 1626, the Privy Council was informed that "many men doe forbear to take forth letters of reprizall by reason of

the great summes wherein it is required that they should become bound at the setting forth of the shipp".<sup>89</sup> In response, the Council ordered the value of bonds to be reduced and made further efforts to encourage privateering, by relaxing some of the other regulations, during the latter part of 1626 and 1627.<sup>90</sup> These modifications of the regulations may have done much to revive interest in the privateering war, although they did not go as far as the demands of a group of adventurers headed by the Earl of Warwick and Sir Nathaniel Rich, who saw the erection of an English West India Company, which would be exempt from the payment of any dues to the Lord Admiral, as the best means of fighting Spain.<sup>91</sup> This reviving interest in the privateering war was quickened in some ports by the return of several rich prizes during 1626. From Bristol, William Willett informed Nicholas that "the good succes" of the Mary Rose, in taking a very rich prize "hath geven encouragement to our merchants to sett forth shipp."<sup>92</sup> Six Bristol vessels were already bound out "on those affaires", and the return of more rich prizes during the summer of 1626 provided further encouragement to setting out vessels on reprisal.<sup>93</sup>

Government efforts to encourage privateering, coupled with the evident success of vessels such as the Mary Rose of Bristol, may have weakened the hostility of many merchants towards the war. Those merchants, especially in London, who traded with Spain did not welcome the outbreak of hostilities in September 1625: since 1603 the Spanish trade had grown and prospered at a time when the traditional broadcloth markets in north east Europe were in decline. Early in 1626 Salvetti reported from London that it was



"greatly desired to find means for the promotion and security of general trade, especially of that with Spain which in the time of King James was so active and profitable, which is now felt to be a serious loss, and which English merchants are unwilling to see fall into the hands of the French, or to share with them on disadvantageous terms."<sup>94</sup>

It was partly in response to such complaints that the Privy Council amended its proclamation of 24 December 1625 which had prohibited Anglo-Spanish trade: on 2 April 1626 the Council declared that "Spanish commodities are not prohibited by the proclamacion...but onely the intercourse of trade and commerce within the dominions of the king of Spaine...for the danger that may thereby come to our shipping marchantes and marriners".<sup>95</sup> Trade with Spain was to be allowed on the condition that it was not in "any manner of victualles, munition or other furniture for warre".<sup>96</sup> In practice, however, it became too dangerous for most English merchants to continue trading openly with Spain during 1626; those who persisted in doing so may also have taken out letters of marque and combined trade with privateering.<sup>97</sup> Moreover, following complaints from the Dutch ambassador that the Council's permission to allow some trade with Spain contravened the treaty of Southampton, and fearful that some English merchants were abusing the order, the government prohibited all Anglo-Spanish trade on 22 August 1627.<sup>98</sup>

The deterioration in Anglo-French relations during 1626, and the consequent disruption of trade, was an added inducement to privateering especially in the south west ports. By 1627, with trade to Spain and France either prohibited or disrupted by war, ports such as Bristol, Exeter and Weymouth were faced with the loss of their two main markets. In the latter part of 1626 Gilbert Raleigh reported from Weymouth that

the stay of English ships in France was "very distasteful both to the merchant and countryman".<sup>99</sup> In Bristol, William Willett hoped "to heire" that "the shippes weare released out of France"; the "hinderance of ~~that~~ trade", he informed Nicholas on 12 December 1626, "undoeth this place."<sup>100</sup> During March 1627 a group of Exeter merchants, whose goods had been arrested in France, petitioned for compensation out of the French goods which had been stayed in England. Sir James Bagg, however, informed Nicholas that he had "privately dealt with some of them to sue for letteres of Marte".<sup>101</sup> Although the merchants were "divided in opinion, . . . if there be a delay given to their other desires . . . they will come hotly one with petition for letteres of Marte".<sup>102</sup> As late as May 1627 the Venetian ambassador reported that the "merchants persist in refusing" letters of marque, although he believed "that at the end, in order not to lose everything they will accept."<sup>103</sup> Indeed, with England engaged in a privateering war with both Spain and France by 1627, many merchants and shipowners, especially in the south west, faced a bleak prospect; many may have turned to privateering during 1627, the peak year for the number of ventures, as the only means available of employing their vessels.

If the outbreak of war with France was a powerful inducement to privateering, especially in the south west, then the return of settled Anglo-French commercial relations after the peace of Susa in April 1629 may partly account for the decline in the number of privateering ventures thereafter. Peace with France, moreover, overlapped with important changes in the list of contraband goods, made by the Privy Council in response to growing complaints from neutral states.<sup>104</sup> These developments reduced the availability of prizes and made privateering, particularly to short-distance hunting grounds, a less attractive prospect. The revival of trade

at some ports, as early as 1628 in London, may have hastened this withdrawal from privateering.<sup>105</sup> By the later part of 1629 it was also clear that the government was keen to end the war with Spain: the prospect of an Anglo-Spanish peace, becoming more definite during 1630, provided further cause for adventurers to keep their ships at home.<sup>106</sup>

#### Armament, manning and victualling

Details of the ordnance and crew size of vessels set out on voyages of reprisal, including some indication of the length of time for which the vessel was victualled, are also contained in the registers of letters of marque. This information, which is summarized in Appendix 1, needs to be used with caution. The victualling of vessels during this period was open to considerable abuse: some voyages may have been shortened because of under-victualling; others, however, may have been extended beyond the period stated in the registers by the purchase, or plunder, of additional victuals during the course of the voyage. It was also possible for extra men to be added to the crew during a voyage; in many cases this was probably to replace men who had been killed in fight or struck down by disease, occasionally it may have been to strengthen the existing complement. More serious is the absence of data on the size of the crew or the number of ordnance, in some of the entries in the registers, or, where a ship and pinnace were set out together, the practice of entering such details as combined totals, making it impossible to distinguish between their respective complements. Despite these problems, the registers contain sufficient data to provide at least a rough guide to the armament and manning of vessels set out with letters of marque during this period. It should be stressed, how-



ever, that they do not provide any information concerning the nature of ventures, differences in which could be of importance in explaining variations in crew size and ordnance: some vessels which combined trade with privateering, for example, may have carried a smaller crew, and less ordnance, than vessels which were solely engaged in voyages of plunder.

Most of the vessels set out with letters of marque during the privateering war of the 1620s were merchantmen which had undergone some conversion, allowing them to carry extra ordnance. There were very few specially built privateering vessels, although it was reported during 1628 that the Earl of Warwick "is to have a ship newe builte, whose timber, with the bare workemanship (iron excepted), must cost xxij hundred poundes; it must be fleeter, drawing lesse water then ordinary, and is to be made at Woodbridge."<sup>107</sup> This may have been an attempt by Warwick, who had long been interested in privateering ventures, to have a vessel built for service as a privateer which would match the sailing qualities of the small, light and very nimble ships of Dunkirk.<sup>108</sup> The heavy costs involved, however, tended to inhibit the development of more specialised fighting vessels during this period.

The number and type of ordnance carried by ships sailing with letters of marque varied considerably, even between vessels of comparable size. As Appendix 1 indicates, the Thunder of Bristol, of 70 tons, carried 8 pieces of ordnance, compared with the 4 pieces carried by the Anne of London, of the same tonnage; the Peter of Shoreham, of 160 tons, carried 18 pieces of ordnance, compared with only 8 pieces carried by the Benediction of Dartmouth, of similar size. It is

unfortunate, however, that the registers make little distinction between different types of ordnance: while separate totals are occasionally provided for the number of murderers, details of the number of culverins, demi-culverins, sakers, or other large guns are never stated.

In general, the number and type of ordnance carried by a vessel was closely related to its size. Many of the largest vessels engaged in privateering, of 300 tons and above, carried large numbers of ordnance and were probably as well armed as many of the King's ships. The Great Neptune of 500 tons, the flagship of the fleet set out by the Earl of Warwick in 1627, carried 48 pieces of ordnance; the Charles of London, of 700 or 800 tons, carried 36 pieces; the Royal Merchant, of 500 tons, carried 32 pieces; and the Dragon, of 400 tons, carried 31 pieces. Vessels of this size, whose armament is known, were usually armed at a rate of between 1 piece of ordnance to 15 or 20 tons. Most of this armament probably consisted of "great ordnance", from "a saker at the lowest to a demi-cannon at the highest", which was situated on the decks or in tiers of one or two down the ship's sides.<sup>109</sup> Some of the greater ordnance, such as the demi-cannon, had serious disadvantages: they were a more costly investment than lesser pieces; their greater weight could cause a ship to "labour extremely in every grown sea", especially if they were carried in any number; and they required larger numbers of men to manage them.<sup>110</sup> For these reasons, ordnance of the smaller culverin-type, such as sakers, may have formed the greater proportion of the armament of many large vessels. The St. Mary of 300 or 350 tons, loaned to Richard Quayle in 1626, was armed as the King "hath usually heertofore furnished ships of like burthen," with 2 demi-culverins, 18 sakers, and 4 minions;<sup>111</sup> the St. Anne, of 350 tons, carried 20 sakers and 6 minions or falcons.<sup>112</sup>

Ordnance of this size could fire a round shot, which "flies farthest and pierces most",<sup>113</sup> varying in weight from 9 lb to 18 lb. A broadside from them could do serious damage to an enemy vessel at the range of a musket shot, especially if it was hit below the waterline. For distances greater than the range of a musket shot, however, they were "for the most part" ineffectual;<sup>114</sup> it was probably for this reason that the Earl of Warwick issued orders to the captains of his fleet, on 13 April 1627, that the "Gunners shall not shoote annie greatte Ordnance, at other distance then pointe blancke."<sup>115</sup> Upon meeting with a fleet of seven vessels sailing along the Mediterranean coast of Spain, Sir Kenelm Digby ordered two "fore-pees to be shott among them, to see if they would strike"; when they refused to do so, Digby "singled out the Admirall, att which" he later recorded, "I shott not till I was within pistoll reach, then I gaue him my gunnes as fast as wee could discharge them".<sup>116</sup>

The number of ordnance tended to decrease with tonnage: the London Merchant, of 260 tons, carried 24 pieces of ordnance; the Thomas Bonadventure of London, of 200 tons, carried 20 pieces; the Benediction of Dartmouth, of 160 tons, carried only 8 pieces; and the Margaret of Weymouth, of 100 tons, carried 12 pieces. Vessels from 100 to 299 tons burden were usually armed at a rate of between 1 piece of ordnance to 10 or 20 tons; vessels under 100 tons were usually armed at a rate of between 1 piece of ordnance to 10 or 15 tons, or even less. The Swallow of Barnstaple, of 80 tons, was armed with 12 pieces of ordnance; the Thunder of Bristol, of 70 tons, was armed with 8 pieces; and the Jacob of London, of 60 tons, with 10 pieces. Smaller vessels carried few great ordnance such as demi-culverins; the greater prop-



ortion of their armament probably consisted of lesser pieces such as minions, murderers or fowlers. The Speedwell of London, of 100 tons, carried 10 minions; the Mary Margaret of Dartmouth, of 60 tons, carried 4 murderers in addition to 4 other pieces; the Delight of Falmouth, of 40 tons, carried 5 murderers and only 3 other pieces.

Lesser ordnance, such as minions or murderers, were "most usefully" situated "at the bulkheads of the fore-castles, half-decks, or steerages."<sup>117</sup> They were mainly used to scour the decks of enemy vessels with case shot, cross-bar shot, or chain shot: "within the distance of pistol shot" they could cause great damage, and hurt, to the crew and rigging of merchantmen of any size.<sup>118</sup> Often enough, they provided a cover for boarding to take place.

For close fighting and boarding, most crews were armed with a wide variety of weapons; including muskets, "manageable enough by any ordinary man, whose station is to be upon the" hatches;<sup>119</sup> short carbines, especially for those "betwixt the decks";<sup>120</sup> pikes, half-pikes, battle axes and short swords; and pistols, "especially the French horse-pistols" which Boteler recommended for "any boarding or close fights on ship board."<sup>121</sup> Incendiary devices such as fire-pots, fire-balls, or fire-pikes were also used to add to the terror and confusion on enemy vessels.<sup>122</sup>

The necessity of taking prizes whose cargoes had suffered as little damage as possible meant that the crew size of a privateer was of crucial importance. Ordnance was mainly used to disable enemy vessels, to allow boarding to take place; bitter, and bloody, hand-to-hand

fighting could ensue for which superior manpower was vital. Indeed, as Appendix 1 indicates, most vessels set out with letters of marque during this period were heavily manned, although there was considerable variation in the size of crews, even between vessels of the same tonnage. The Porcupigg of Bristol, of 100 tons, was manned with only 12 men, compared with 100 men aboard the Africa of Dover, also of 100 tons; the Bride of London, of 300 tons, carried only 30 men, compared with a complement of 100 men aboard the Hopewell of London, of the same size. As Boteler pointed out, however, the manning of vessels was "varied and regulated, according to the length or shortness of the several voyages that the ships are designed for, and also with a respect to the kinds of services and occasions that they are to be employed in."<sup>123</sup> Vessels set out with letters of marque, on voyages which combined trade and privateering, may have carried fewer men than those solely engaged in voyages of plunder, "when an enemy is looked for and where blows are to be given and taken".<sup>124</sup>

Generally, it was the smaller vessels, of under 100 tons, which were grossly overmanned, usually at a rate of 1 man to 1 or 2 tons, or even less.<sup>125</sup> The Hopewell of Weymouth, of 60 tons, carried 80 men; the Star of Lyme Regis, of 40 tons, carried 60 men; and the Black Bess of London, of only 20 tons, carried 25 men. Few vessels of 100 tons and above were as overmanned as these; most were manned at a rate of between 1 man to 2 or 5 tons, or more. The Virgin of Southampton, of 100 tons, carried only 18 men; the Africa of Dover, of 120 tons, carried 80 men; the George and Elizabeth of London, of 250 tons, carried 100 men; the Royal Merchant of London, of 500 tons, carried 90 men; and the London of 600 tons carried 200 men, the largest complement of any vessel set out during these years whose crew size is known.

There was no shortage of recruits for service aboard private men-of-war: as during other privateering wars, mariners shunned service with the King's fleet in preference to that aboard reprisal ships. Conditions of service aboard the King's ships were so poor, "the entertainment...so small, and the pay so bad" that the "private sailor", according to Sir Henry Mainwaring, saw it as "a kind of slavery to serve in them."<sup>126</sup> While there was little difference in the "entertainment" aboard reprisal ships, discipline was usually less harsh, and the possibility of sharing in the capture of a rich prize was a powerful attraction.<sup>127</sup>

Most of the crews of vessels which were solely engaged in voyages of plunder during the 1620s, served on the condition of "no purchase, no pay". The crew, like the owners of the vessel and the victuallers, received one third of all prizes which were taken and adjudged as lawful, in addition to what they could seize as pillage.<sup>128</sup> Few of the crews of reprisal ships, however, had much respect for legal niceties and illegal earnings, from the plunder of neutral vessels or the sale of captured goods before adjudication, were probably considerable. Table 3.15 provides some indication of how the crew's share was distributed between the leading officers and ordinary mariner: column A is based on the shares given by captain John Smith in A Sea Grammar, printed in 1627; column B is based on the shares given by Sir William Monson, from about 1617.<sup>129</sup>

While the rewards for leading officers, such as the master or gunner, may have been considerable, especially by comparison with the wages they would have received aboard the King's ships, few seamen could have gained great wealth from most of the prizes taken during these years.



Table 3.15: The division of shares among the crew of a privateer

	A (Captain John Smith)	B (Sir William Monson)
Captain	10 or 9	10
Lieutenant	9 <sup>1</sup>	7 or 8
Master	8 or 7	7 or 8
Mates	7 or 5	5
Surgeon	6 or 3	5
Gunner	6 or 5	5
Boatswain	6 or 5	5
Carpenter	6 or 5	5
Trumpeter	6 or 5	5
Quarter masters	5 or 4 each	4
Cooper	5 or 4	4
Surgeon's mate	5 or 4	4
Gunner's mate	5 or 4	4
Carpenter's mate	5 or 4	4
Corporal	4 or 3	3
The quarter gunners	4 or 3	-
Trumpeter's mate	3 or 3 $\frac{1}{2}$	3
Steward	4 or 3	3
Cook	4 or 3	3
Coxswain	4 or 3	3
Swabber	4 or 3	3
The rest of the younkers <sup>2</sup>	3, 2, 1 or $\frac{1}{2}$	3, 2 or 1
Boys	1 or $\frac{1}{2}$	1

<sup>1</sup>Or "what the Captaine will give him, or as they can agree."

<sup>2</sup>Ordinary seamen.

the majority of which were valued at well below £1,000.<sup>130</sup> The greatest rewards were to be had from the capture of rich Brazilmen, valued at £5,000 or above. The captain and company of the Willing Mind of Exeter, a total of 50 men, received £3,378 as their share of a Portuguese vessel, richly laden with a cargo of sugars, taken during the early part of 1626.<sup>131</sup> Assuming that this was distributed according to the divisions in table 3.15, the ordinary mariner would have received a share of £17 to £33, while the

captain's and master's share would have varied from £170 to £300, and £130 to £230 respectively. As the number of officers in table 3.15 probably exaggerates the number aboard most reprisal ships, these totals may under-estimate the actual amount received. Few prizes taken during the 1620s were as valuable as this, however; usually the crew had to be content with much smaller rewards: a single share of the St. Catherine, appraised at £2,900 18s 10d in Bristol during July 1629, would have been worth £7 10s to the crew of the Hopewell of Weymouth, but as the Greyhound of Bristol assisted in the capture of the prize, the captain reduced it to £2 10s.<sup>132</sup> The ordinary mariner's share of the many French prizes taken during these years, often valued at less than £500, must have been much less than this.

These rewards could be supplemented by other small payments. Giles Elbridge, the owner of the Angel Gabriel of Bristol, reportedly gave £200 in coin and plate to her crew of 40 for their bravery in fighting off three Spanish warships.<sup>133</sup> After meeting with a fleet of Spanish galleons Sir Francis Stewart, the captain of the Hector, ordered no man to leave his post "butt to be founde theire either a live or deade", promising the crew that "Whatsomever happened unto us for wantt of purchace to make a saveinge voadge, everie man in the shipp accordeing to his degree and office shoulde have the Kings wadges or paie ordinarie allowed untto Seamen".<sup>134</sup> In May 1627 Sir John Hippisley complained that he had been forced to pay the crews of two of his vessels, the John and Fortune and the Revenge, £150 and £117, respectively, before they would put to sea.<sup>135</sup> John Gonninge, one of the owners of the St. George of Bristol, paid the master and the rest of the crew £30, "by way of Imprest at their goeing to sea" in August 1628.<sup>136</sup>

Such payments may have gone some way to offset the uncertainty over the rewards from privateering. Even when prizes were taken, the division of the cargo was a difficult and contentious task, in which the interested parties did their utmost to defraud each other, usually at the expense of the crew. As late as 1641 Thomas King, "equal owner" of the Anne of London which had taken a valuable prize in 1626, was still trying to recover his share from Humphrey Slaney, the other owner of the vessel.<sup>137</sup> King claimed that in trying to do so, he had contracted many debts "for which he has been arrested and compelled to sell his dwelling-house in order to support himself whilst in prison."

Whatever rewards the crew received, there can be little doubt that they were well earned for conditions aboard privateers were harsh, brutal and dangerous. In addition to the ever-present risk of shipwreck, many accidents at sea could have fatal consequences: John Scrutton, one of the crew of the Hector, while taking in a shirt he had hung out off the quarterdeck, tripped over a piece of ordnance and fell overboard. He "was a bouthe halfe a cables length asterne, in the wake of the shipp, beffore annie boddie sawe him, or knewe of it", before a pinnace could be lowered to rescue him, "the man was outt of sight verrie farr asterne and was drowned".<sup>138</sup>

Disease, especially on long distance voyages into the Mediterranean or the Caribbean, could ravage the crew of a privateer. When William Ball, the master of the Hector, mustered the company on 3 August 1627 while sailing off the Azores, he found that 48 men, out of a complement of 138, were sick and "not able to performe annie busines, besids Certaine others which were some whatt infeckted, crazie and nott in perfeckt health".<sup>139</sup> The crew of another of the Earl of Warwick's



vessels were struck down with scurvy and fevers, while becalmed in a "continuall fogge" off the Azores: out of a company of 125 men, at least 100 were "falne downe & in great extremity".<sup>140</sup> The crew of the Eagle, sailing in the western Mediterranean under the command of Sir Kenelm Digby, were ravaged by "an infectious disease that tooke them with great paine in the head, stomake, and reines, and putrified the whole masse of the blood, and caused much vomiting, yet they dyed not suddainely of it, but lingred on with paine and extreme weakenesse."<sup>141</sup> Within seven days the number of "sick and vnable men were aboue 80, so that in a few dayes longer continuance in this maner of sickening," Digby recorded in his journal, "I should not haue men enough to saile my shippe."<sup>142</sup>

Lack of fresh victuals, as William Ball pointed out, made seamen an easy prey to disease and infection. On many voyages abrupt changes in climate could also be an important contributory cause of sickness, especially to men so exposed to the elements. In July 1627 the crew of the Hector faced "thick mislinge Sleetie weather" off Cape Rocksent;<sup>143</sup> after a long spell of "calme weather" in the Mediterranean, the onset of a storm in July 1628 caused several of the crew of the Eagle, some of them "our ancientest seamen, and some that had bin in the East Indiaes," to be sea sick.<sup>144</sup> Leaving the Mediterranean in October 1628, the crew of the Eagle experienced very cold, frosty nights when a "great quantity" of snow and rain fell;<sup>145</sup> as they approached the coasts of England, in January 1629, one of Digby's captains "complained that many of his men fell sicke, of which cold (through want of clothes...) was the cause."<sup>146</sup>

Disease and sickness probably accounted for more deaths aboard privateers than battle at sea, although casualties could sometimes be heavy, especially in an engagement with enemy warships. Captain Whittington, of the Bonesperance of Bristol, and six other members of the crew, out of a total of 60 men, were slain in a fight in the West Indies early in 1627.<sup>147</sup> After a fierce fight with three Dunkirkers, two of the crew of the Sweepstake of Dover were killed, one was wounded so badly that he was not expected to survive his injuries, and many more were seriously hurt.<sup>148</sup> In general, casualties were probably much less serious than these, although there must have been many lucky escapes: after a clash with a small fleet of Spanish vessels, the most noteworthy shot to hit the Hector was one "Uppon our starborde quartter, halfe waie betwixtt the misson maste and the poope, levell with the rounde house decke..., which hitt right against a timber, and dilled the force of the shott, Itt ran throughe twoe boarded cabbines uppon the poope, splitt a great watter Jarr all in peices, struck a gentlemans pistoll lyeinge uppon the poope out of his hande, And another gentleman named mr James Quarles of verie faire Condition and qualitie, sitting by the misson mast, on the starborde syde, the shott Fell into his Cod peice, bruized his thighes, and what harme else I knowe not, leaveinge it to your charitable imadgination, butt thanks be to god dide him nott verrie mutch harme".<sup>149</sup> The rest of the company escaped unscathed from this encounter. Many of the prizes taken by English privateers during the 1620s, however, were such small, poorly-armed vessels that resistance, if it was offered, was probably minimal.

In addition to the dangers of life at sea, the crews of privateers faced long days of boredom and frustration, when barely a sail was

to be seen on the horizon or when the chase for prize was long and fruitless. It was especially in these circumstances that the social friction among men cooped up in overcrowded, wretched conditions could reach boiling point and spill over into brawls, disputes and mutiny. Indiscipline, however, was a common feature of life at sea during this period, and was probably a greater problem aboard privateers than other vessels. Sir Kenelm Digby was shocked to see such "little order and obedience" among the crew of an English man-of-war, which he met with sailing along the coast of Portugal, "every one of which would pretend an interest in aduise, and the whole bodie in command".<sup>150</sup> The experience made Digby "apprehend the happinesse and quiett that I had by the good discipline in my fleete, for I thinke that in no priuate vessels, or of the Kinges, there was euer better correspondencie in generall, and better performance of euery mans duty in particular, then was among my men."<sup>151</sup> Even so, Digby had been forced to severely punish some of his own crew for acts of indiscipline, and at least on one occasion had to deal with "mutinous discourses" from "some ill-disposed persons" who wanted to "haue the sale of thinges carried wholly by the companie in generall, and that they would immediately have their partes and shares of the money".<sup>152</sup>

Disputes over the distribution of prize cargoes or pillage were common enough during this period, and like quarrels over victualling, could lead on to more serious action by the crew. After the steward of the Hector "altered the companies ordinarie allowance of victualls", giving out cheese instead of butter, there "Rose an insolentt muttinie amongst" the "vulgar sortte of common saillers";<sup>153</sup> order was only restored after the leaders, James Addams and Daniel Fleshman, had been



punished. Some of the crew of the Hector were so "contentious, turbulentt, troublesome," and "unruelie in human companie... Newgate not yeildinge worse, nor Tyborne injoyeinge thelike", that the master, who had never sailed "with such nor the like"; was glad to return for England.<sup>154</sup>

Equally potent, as a source of discord aboard reprisal ships was the presence of gentlemen-adventurers in search of wealth, honour and glory. Mariners ridiculed the ignorance of such gentlemen, and deeply resented their privileged position and status while at sea. The voyage of the Hector in 1627 was blighted by conflict between the master, William Ball, and the captain, Sir Francis Stewart, which widened to include many of the other leading officers. At one stage they presented a list of grievances to Stewart in which they pointedly complained about short beer rations: "men a dyeing", they declared, "Coulde nott gett no beere, at the first sending for, and before the seconde returne with beere hath been dead", yet "Kan and Botle is supplied in the Cabbine, with outt annie allowance, as though there were A Springe, or Brèwehouse in the shipp's houlde of newe beere everie daie."<sup>155</sup> Ball concluded from this experience "never...to goe to sea in annie shipp where there is annie more gentlemen then mainemasts, besyds the captaine".<sup>156</sup> Although Stewart feasted the leading officers after their return to Plymouth, "Conseivinge wee hadd been all friends", the master observed that "the violence and enmitie of nattere, of two Contrarie Clymates would nott permitte that affinnitie of friendshippe".<sup>157</sup>

What added to the resentment of most mariners against gentlemen-adventurers was the stricter discipline aboard vessels in which they commanded, especially by comparison with the "loose liberty and undisciplined life" aboard other private men-of-war.<sup>158</sup> Sir Kenelm Digby was proud of the discipline he maintained among the crew of the Eagle: on one

occasion he punished sixteen of the crew "by ducking and other wayes... that had been disorderly on shore, and that I had much difficultie to gett aboard againe".<sup>159</sup> When the steward was caught pilfering rice and sugar, he was "first ducked (with a gunne shott off)" and then towed around the fleet, "expressing his fault to them."<sup>160</sup> William Ball complained bitterly that the captain of the Hector, Sir Francis Stewart, forced the crew to endure "pretie conseited and newe deviz'd punnishments for malefactors and Offenders never before invented for the sea":<sup>161</sup> if, for example, "one man plaieing and jesting with another in the cook-roome" dropped the captain's cheese and toast in the ashes, "The causer theire of beeing called in question should bee compelled by our captaine, to stand right a fore, close to the mainemast all the whole tyme our companie was att supper with a peice of Toasted cheese in his mouth... smeered and greazed in the ashes, and one tincklinge with a fryeing pan and a paire of tongs makeing tinckers mussicke all the tyme hee was apointed so shamefullie to stande".<sup>162</sup> While the mariners were punished for every "least offence", however, many of the gentlemen "presumed to quarrell, and strycke in the shipp, and to drawe swords to mainetaine private quarells, For which there hath been no redrese, nor order taken for annie punnishmentt For the offenders."<sup>163</sup>

Much of the discontent which bedevilled the voyage of the Hector during 1627, and which eventually led to the crew forcing the captain and master to return to England without purchase, was due to lack of victuals. The "men began to muttinnye", the master later recorded, "For wante of victualls, beinge a longe tyme abridged of there ordinarie allowance, Which was the cheife cause of there desire to come for Englande".<sup>164</sup> After being at sea for only a short time the crew were forced to accept



short rations, consisting of beef and pease for two days of the week, and fish for the rest, in addition to 4 lb of bread and three cans of beer for every five men. By the time the Hector returned to Plymouth, in October 1627, the crew had eaten so much "poore drye Fish, without annie other provision to drive it downe, but onlie meere hunger, So that, if it had been possible men might have been metamôphised into Fish."<sup>165</sup>

During this period mariners lived on a diet of salted meat, or fish, accompanied by pease, butter, cheese, bread or biscuit, and beer or water. It was unwholesome fare, especially on long voyages when victuals usually deteriorated badly: "Repacking our English beefe," at Zante in the eastern Mediterranean, "wee found it to be verie bad. I beleue," Sir Kenelm Digby continued, that "the marchantes that looked to my victualling att home did putt it vp ignorantely, and drew not the bloodie pickle from it, for att the first the flesh was excellent good."<sup>166</sup> Only three days after taking in fresh water at Zante, Digby found that "it stunke..., and grew not sweete in long time; but for my owne prouision, after I had tryed many other wayes in vaine, I found that putting some litle peble stones and gravell, and hanging some lead, in the iarres, it continued perfect good."<sup>167</sup>

Such a diet, as Boteler observed, "cannot but procure much unhealthfulness and great infection".<sup>168</sup> Although he argued in favour of a change in the victualling of vessels, to include more rice, oatmeal biscuits, figs and olives, "the difficulty consisteth in that our common seamen are so besotted in their beef and pork that they had rather adventure on all the calentures and scurvies in the world than to be weaned from



their customary diet, or lose the least bit of it." <sup>169</sup> Victualling, therefore, remained of crucial importance, and could often decide "the fate of a voyage."<sup>170</sup>

Footnotes

- 1 Andrews, Elizabethan Privateering, p.241: K.R. Andrews (ed.), English Privateering Voyages to the West Indies 1588-95 (Hakluyt Society, 2nd. series CXI, 1959), pp.1-16 contains a good description and analysis of court records.
- 2 R.G. Marsden, Early Prize Jurisdiction and Prize Law in England II, E.H.R., XXV (1910), p.255.
- 3 Ibid., p.256; R.G. Marsden, The High Court of Admiralty in Relation to National History, Commerce, and the Colonisation of America - A.D. 1550-1650, Transactions of the Royal Historical Society, New Series, XVI (1902), pp.76, 79-80.
- 4 Roger Lockyer, Buckingham: The Life and Political Career of George Villiers, First Duke of Buckingham 1592-1628 (London, 1981), pp.50, 76.
- 5 B.L. Additional MSS. 37816, f.57<sup>V</sup>.
- 6 See above, pp. 11-12, 14, 18-20.
- 7 S.P. 16/115; 16/130.
- 8 Such as the Peter and Andrew of London, in August 1626, S.P. 16/115/f.23,41.
- 9 S.P. 16/115 f.26.
- 10 H.C.A. 25/224.
- 11 H.C.A. 25/225.

- 12 H.C.A. 25/226.
- 13 Marsden, Law and Custom, I, pp.412-413.
- 14 H.C.A. 25/4 - 25/8 cover these years.
- 15 There was a charge of £1 3s 4d for the issue of a commission by the court to take bonds in the outports, S.P. 16/115 f.26.
- 16 W.R. Scott, The Constitution and Finance of English, Scottish and Irish Joint Stock Companies to 1720, 3 vols. (Cambridge, 1912), I, pp. 74-75.
- 17 Appraisement of St. Gabriel, 13 July 1629, H.C.A. 4/2.
- 18 Scott, op. cit., pp.74-75.
- 19 S.P. 16/138/72, and see below pp. 228-229.
- 20 G.V. Scammell, Shipowning in the Economy and Politics of Early Modern England, The Historical Journal, XV (1972), pp.395-396.
- 21 Ralph Davis, England and the Mediterranean, 1570-1670, in F.J. Fisher (ed.), Essays in the Economic and Social History of Tudor and Stuart England (Cambridge, 1961), p.129.
- 22 Norton Shaw (ed.), Narrative of a Voyage to the West Indies and Mexico, 1599-1602 (Hakluyt Society, XXIII, 1859), p.15.
- 23 S.P. 16/64/16.
- 24 Ibid.
- 25 A.P.C. 1628-29, pp.112-113; the Pearl was subsequently captured by the French, S.P. 16/126/25.



- 26 A.P.C. 1628-29, p.112.
- 27 Ibid., pp.21-22, 85, 120.
- 28 Andrews, Elizabethan Privateering, p.229.
- 29 S.P. 16/62/25 I: 16/526/70.
- 30 S.P. 16/62/25 I.
- 31 S.P. 16/62/25 I; 16/63/98, 99 and 100.
- 32 K.R. Andrews, The Spanish Caribbean: Trade and Plunder 1530-1630 (New Haven and London, 1978), p.244.
- 33 L.F. Stock (ed.), Proceedings and Debates of the British Parliaments respecting North America, 5 vols. (Washington, 1924-41), 1, p.65.
- 34 A.P.C. 1625-26, pp.461-462; Andrews, op. cit., pp.243-244.
- 35 V.T. Harlow, A History of Barbados, 1625-1685 (Oxford, 1926), pp.3-4; Andrews, op. cit., pp.244-245.
- 36 H.M.C. Fourth Report, pp.48, 96; Lawrence Stone, The Crisis of the Aristocracy, 1558-1641 (Oxford, 1965), pp.338, 433.
- 37 A.P. Newton, The Colonising Activities of the English Puritans: The Last Phase of the Elizabethan Struggle with Spain (New Haven, 1914), p.50.
- 38 Harlow, op.cit., p.6.
- 39 A.P.C. 1627-28, pp.257-258.
- 40 A.P.C. Colonial 1613-80, pp.103, 108, 110, 119-120; C.S.P. Colonial 1570-1660, pp. 81, 82, 84-85, 94; A.P.C. 1627-28, pp.31-32; A.P.C. 1629-30, pp.125-126.

- 41 Gerald S. Graham, Empire of the North Atlantic: The Maritime Struggle for North America (Toronto, 1950), pp.29-31.
- 42 H.M.C. Twelfth Report, Appendix, Part 1, p.375.
- 43 S.P. 16/136/16.
- 44 S.P. 16/37/81.
- 45 A.P.C. 1626, pp.170, 329; C.S.P.D. 1625-26, pp.398,462.
- 46 A.P.C. 1627, pp.377-378.
- 47 A.P.C. 1627, pp.490-491.
- 48 Ibid.,pp.507, 509-510.
- 49 A.P.C. 1628-29, pp.21-22, 36, 27, 189-190; S.P. 16/110/24 and 25.
- 50 S.P. 16/124/41; with Robert Grove, Robert Tockley, Elias Jurdan and Robert Woodroffe, Rookes laded goods worth £22,000 aboard the James of London, for a voyage to Barbary, S.P. 16/181/121; 16/186/113.
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- 53 S.P. 16/144/73.

- 54 M.F. Keeler, The Long Parliament, 1640-1641: A Biographical Study of its Members (Philadelphia, 1954), pp.215-215 provides a good biography of Hippisley.
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- 56 S.P. 16/38/5.
- 57 A.P.C. 1626, pp.329-330; S.P. 16/38/54.
- 58 H.C.A. 24/224, ff. 2-3; Wentworth was loaned the vessels in lieu of wages, S.P. 16/531/106, 107 and 108; 16/54/58.
- 59 C.S.P.D. 1627-28, pp.313, 316.
- 60 A.P.C. 1627, pp.331-332.
- 61 A.P.C. 1627-28, pp.510-511.
- 62 C.S.P.D. 1628-29, p.275.
- 63 A.P.C. 1629-30, p.146.
- 64 S.P. 16/526/95; 14/215/26-27.
- 65 C.S.P.V. 1626-28, pp.269.
- 66 H.M.C. Eleventh Report, Appendix, Part 1, pp.120, 121.
- 67 S.P. 16/7/33; 16/53/91; 16/40/50.
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- 71 A.P.C. 1628-29, p.20.
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- 90 See above, pp. 48-50.
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- 92 S.P. 16/29/35.
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## CHAPTER 4: PRIZES

1. Sources

This analysis of the number, value and nature of prizes captured and adjudged as lawful during the privateering war from September 1625 to November 1630 is based on three main sources: several bundles of appraisements of prizes, found in the records of the High Court of Admiralty; sentences of the court adjudging prizes as lawful; and loose inventories of the tenths of prizes, which are scattered through the State Papers for these years. These sources have been supplemented by a variety of miscellaneous material found among the State Papers, registers of the Privy Council and other records of the High Court of Admiralty.

The appraisements of prizes form the documentary core of this analysis. These are to be found in three boxes of documents among the records of the admiralty court.<sup>1</sup> A number of other appraisements are also contained in these boxes: there are a few appraisements of prizes taken by royal ships; appraisements of vessels stayed by order of the Privy Council; and appraisements of English vessels which were the subject of a civil dispute in the court. The boxes also contain a small number of miscellaneous documents including a number of indentures relating to prize business, a few letters referring to prize matters, and a fragment of an account for the vice-admiralty of north Wales from Christmas 1619 to June 1625. It is clear that at one time the appraisements were bound into three or more bundles; although some are still bound together, many are now loose and the original arrangement is irrecoverable.



These appraisements were made in accordance with the procedure laid down in letters of marque, by which all captured ships and goods were to be "broughte into some porte of his Majestye's realme of Englande, and thereof an inventory taken, appraisement made, and judgment given in the...highe courte of Admiralty for the approbation of the same to bee good and lawful prize".<sup>2</sup> As soon as a prize was brought into port a local representative of the Lord Admiral, usually the tenth collector or one of his deputies, would take charge of it in his name. The cargo was usually kept aboard the captured vessel until it had been adjudged as lawful prize in the High Court of Admiralty; if damage to the ship threatened to spoil the cargo, however, it could be unladen and stored in local warehouses. There was also provision for the unloading and sale of captured goods "yf, by reason of opposition in the adjudication of the shipps and goods taken for lawfull prize, there bee necessitye, before the adjudication, to sell them because they bee peritura, and servando sine damno servari non possunt".<sup>3</sup> In such circumstances the judge of the admiralty was to issue a commission "to take a true Inventory and Appraisement thereof by five honest and sufficient men, and sell the same plus offerenti, and to returne the proceed, together with the said Inventory and Appraisement into the courte of Admiralty, there to remaine to the use of them to whom of righte they shalbee adjudged to appertaine." Once a prize had been adjudged as lawful, a commission was issued by the court authorising "five true and lawfull" men to inventory and appraise the ship and goods.<sup>4</sup> The commissioners were usually merchants, often they were men of local standing: the mayor or aldermen were sometimes included in the commission, as were tenth collectors. Several copies of the appraisement were made; the original copy was returned to the court, other

copies were probably kept by the commissioners and local tenth collector.<sup>5</sup>

The appraisements contain essential information for an analysis of the number, value and nature of prizes taken during these years. Most of them provide details of the name of the captured ship and occasionally its nationality; the name and port of origin of the captor ship; and, very occasionally, some indication of where the prize was captured. The place and date of the appraisal are also stated. These details are followed by a list of the prize cargo in which the weights of commodities and their estimated value are given. Estimates for the value of the prize ship are also provided, sometimes in separate appraisements. Underneath, the appraisers left their signatures or marks. Not all of this information, however, is provided in every appraisal: some, especially those made in Weymouth, give no indication as to the captor of the prize; others contain such scanty details that it is impossible to determine if the ship referred to was captured as prize and adjudged lawful. A smaller number of appraisements are also in such poor condition that it is impossible to make out all the details concerning the cargo or its value. Nor do the appraisements provide a comprehensive list of prizes adjudged as lawful by the High Court of Admiralty, as a comparison with the inventories of the tenths of prizes or the sentences indicates. It is not certain that every prize returned to England and declared to be lawful was appraised. Local delays or obstinacy could sometimes frustrate the intentions of admiralty officials in London; in January 1631 Mark Hawkyns and William Martin, two Dartmouth merchants, informed Sir Henry Marten that they had been unable to appraise the cargo of the Red Lion of Hamburg, "particularlie

because we do not well knowe the true values of such goodes...in theise partes and partlie because the rest of the commissioners have long delayed to meete thereabout and to joyne with us in the appraisinge of the said goodes".<sup>6</sup>

Despite these deficiencies, however, the appraisements provide a solid core of material, rich in detail, which can be supplemented by other sources and used in an analysis of prizes captured and adjudged as lawful during these years.

The sentences of the High Court of Admiralty, adjudging prizes as lawful, form the second main source for this chapter.<sup>7</sup> These are to be found in ten large boxes among the Libels series of the records of the court for these years. Two of these boxes, unfortunately, were not available for study: one for 1626 to 1627 was missing, another for 1630 to 1631 contained material which was too fragile to be handled.

The sentences were written in Latin, usually on large parchment sheets which were tied together and numbered at the end of the year or legal term. A number of the larger sheets have been folded or turned up at the edges and consequently have suffered some damage. Intermingled with the sentences are a large number of pleadings, which were submitted to the court by a proctor on behalf of the parties to a prize case. These pleadings, which were usually written in English, follow a standard form in trying to show why captured ships and goods should be restored or declared by the court to be lawful prize. Attached to them is other relevant evidence, such as schedules or bills of lading, usually with a translation into English. The boxes also contain details of civil disputes before the court, especially over the payment of mariners' wages.



The sentences are an essential source of reference for an analysis of the number of prizes which were captured and adjudged as lawful during these years. They provide evidence of a considerable number of prizes for which no appraisement or inventory survive, as well as confirming the legal status of captured ships and goods which were appraised or inventoried. The sentences, however, contain no estimates for the value of prizes or any detailed descriptions of their cargoes.

The inventories of the tenths of prizes, now scattered at random among the State Papers for these years, form the third main source for this chapter.<sup>8</sup> These inventories were usually made by the tenth collector after he had received the Lord Admiral's share of prizes adjudged as lawful in the High Court of Admiralty. They were usually sent to Edward Nicholas who, in conjunction with the commissioners for Buckingham's estate, issued instructions as to the disposal of the goods therein stated. Usually, such goods were ordered to be sold; the proceeds of the sale were returned to Richard Oliver, the receiver-general for Buckingham's estate, who provided a discharge for the collector. Following Buckingham's assassination in August 1628, the Commissioners for the Admiralty became responsible for the disposal of the tenths, and the proceeds from their sale were to be paid into the Exchequer.

The inventories provide details of the name of the prize ship, the captor ship, and usually the date on which the inventory was made. Below these details is a list of the Lord Admiral's tenths of the cargo, given according to quantity not value. Some inventories are attached to a letter from the collector to the Lord Admiral, or Nicholas, in which the quality of the cargo is often described at greater length. At one

time they may have been kept together, for the sake of reference; they have since, however, found their way into the State Papers and are now widely dispersed among the volumes for these years. As a result, fewer inventories have survived in comparison with the appraisements, which were subject to a more methodical filing system in the High Court of Admiralty. They are a valuable supplementary source, sometimes providing evidence of prizes for which no appraisal or sentence survive.

In addition to these inventories, there survive several accounts of tenths made by collectors and presented to the Exchequer for auditing after the end of the war.<sup>9</sup> They include an account of Matthew Brooke's tenure of the collectorship for Hampshire from August 1628 until his death in January 1629; accounts for London from October 1628 to August 1631, for Bristol from August 1628 to February 1629, and for Minehead, Lyme Regis and Weymouth from August 1628 to the end of the wars.

The accounts provide details of the proceeds which collectors received for the sale of the tenths of prizes adjudged as lawful in the High Court of Admiralty. Also included are details of any charges which had to be paid on the goods, such as customs. They contain a statement of the sum allowed to the collector for his fees, below which a net total, of the amount paid into the Exchequer, is given. Each account is signed by Francis Phelips, an auditor in the Exchequer.

Although every collector was required by the Commissioners of the Admiralty to prepare an account of his collectorship at the end of the war, many have not survived or were not made. Those accounts which

have survived are incomplete, as a comparison with other evidence indicates, and only cover the period from the death of the Lord Admiral to the end of the wars; that for Bristol covers an even shorter period. Nevertheless, they are a useful supplementary source; they give some indication of the value of a number of prizes for which no appraisements survive.

A variety of miscellaneous material has been used to complement these sources, the most important of which are the letters of tenth collectors to Nicholas or the Lord Admiral. These letters provide interesting and often vivid information on local prize business. The letters of John Ellsey, the collector in Hampshire for most of these years, are of especial value. Throughout his tenure of office, Ellsey wrote lengthy and detailed letters to Nicholas concerning prize affairs in and around Southampton, of which more than sixty survive for the period from June 1626 to September 1631. The number of letters which survive for the other collectors is considerably smaller. There are, however, a large number of letters written by William Willett, the Customer of Bristol, to Nicholas during these years which provide similar material on the activities of local privateers.

These sources have been used in the compilation of Appendix II which lists details of all known prizes captured and adjudged as lawful during these years. Of course, none of these sources gives any indication of prizes which were illegally disposed of: this may have occurred on a considerable scale, but it is impossible to give any estimate of its extent. Nor do these sources provide a comprehensive list of lawful prizes. Their careful collation, however, allows some of these deficiencies to be remedied and provides a much fuller and more definite core of material on which to base an analysis of prizes captured during these years.



2. Presentation of the data

The list of prizes in Appendix II provides, where possible, the following data: the name of the prize ship, its captor and any other related information; a summary description of the prize cargo; the total value of the cargo and ship, as they were appraised; and the nationality of the prize ship. In a small number of cases the value of the prize is based on the sale of the tenths; where this is so, it is indicated in the list.<sup>10</sup> The date is of the appraisalment of the prize. Where no appraisalment survives, the date is of the inventory of tenths or of the sentence in the High Court of Admiralty.

The list of prizes has been arranged by port in the same manner as the list of privateers in Appendix I. The only exception to this concerns Southampton, the appraisements for which are usually so vague as to the captors of prizes that it is impossible to maintain the distinctions between the port and its immediate neighbours. Many appraisements refer to the captor of prizes only by the name of the promoters, such as William Scras, who were engaged in setting out vessels from Southampton and other nearby ports or harbours. The total of prizes for Southampton, therefore, includes prizes for Portsmouth, the Isle of Wight and Shoreham.

The prizes are listed in Appendix II according to the port of origin of the captor ship. Where no details of the captor can be gleaned from the available sources, the prize has been listed according to the place of appraisalment. This concerns only a small number of prizes, most of which were appraised in Weymouth where the appraisers often gave no information about the captors of prizes brought into the port. Some of these prizes could have been taken by privateers operating from

other ports; as a result, the totals for Weymouth may be slightly exaggerated.

At the end of Appendix II there are three categories for prizes which cannot be fitted into this framework: one of prizes for which it is impossible to determine the port of origin of the captor ship, or the place of appraisement; another for prizes captured by vessels whose port of origin is uncertain; and one for prizes captured by two or more vessels from different ports of origin. Collectively, they form the miscellaneous total in the following analysis.

Any exceptions to this presentation, or any doubts about the legal status of prizes, are noted in the list accordingly.

### 3. The number of prizes

During the war with Spain from September 1625 to November 1630, and the war with France from April 1627 to April 1629, privateers set out from English, Irish and Scottish ports, issued with letters of marque from the High Court of Admiralty in London, captured at least 737 prizes which were wholly or partly adjudged as lawful by the court. As the evidence for these prizes is incomplete, the actual total may be near to 1,000 prizes.<sup>11</sup>

Table 4.1 presents figures for the annual fluctuations in the number of prizes for these years<sup>1</sup>; figure 4.1 illustrates these fluctuations more clearly.

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<sup>1</sup>The tables and figures for this chapter will be found in volume 2, pp. 312-342 & 343ff.

It must be emphasised that the dates for these prizes refer to their appraisal, inventory or sentence and not to their capture, which would have occurred several months earlier. Although the issue of letters of marque against Spain ceased in November 1630, some prizes captured during the closing months of the war were not appraised until the following year. Moreover, by the terms of the treaty of Madrid, ratified by England and Spain in December 1630, captures made by either side "between the Narrow Seas and the Islands after the space of three months, and beyond the Line after the space of nine months fully ended, to be reckoned from the publication of the peace, or immediately after notice of the peace is sufficiently given within the said limits" were to be lawful prize.<sup>12</sup> Thus, while the privateering war officially ended in November 1630, prizes could still be captured in certain areas for several months after.

Because the sentences for the latter part of 1626, 1627, the latter part of 1630, and the first half of 1631 were not available for study, the totals for these years underestimate the number of prizes by comparison with 1628 and 1629. The worst affected year is 1627: all the sentences for this year are contained in a box which is missing somewhere in the Public Record Office. It is likely that among the sentences for 1627 there are a considerable number of prizes not known from other sources. Nevertheless, even if allowance is made for these shortcomings in the evidence, the essential outline is clear from figure 4.1: during the first fifteen months of the war, from September 1625 to the end of 1626, the number of prizes captured and adjudged as lawful grew slowly; during 1627 there was a dramatic rise, as the number of prizes increased by at least five times; from 1627 to 1629 the number of prizes remained at a high level; this was followed, however, by a definite



decline during 1630, although for reasons already explained it was probably not as dramatic as figure 4.1 indicates. The sentences for the latter parts of 1626 and 1630 would have to provide evidence of a large number of prizes not known from other sources, many more than the sentences for 1628 and 1629 provide, to seriously alter this picture.

The great increase in the number of prizes during 1627 was the result of a number of developments, which were also related to each other. During the same period there was a dramatic increase in the number of privateers, probably by as much as three or four times, which overlapped with the outbreak of war with France in April 1627. Thereafter, English privateers found it much easier to plunder and seize French vessels, which were largely undefended than they did those of Spain or Portugal. "Hardly a day passes", Salvetti reported in June 1627, "that privateers do not bring French prizes into English ports. The French", he added, "have the worst of it without any prospect of remedy".<sup>13</sup> Of the total number of prizes whose nationality is known, which were appraised or inventoried during 1627, more than 70% were French. In 1628 and 1629 French prizes accounted for more than 60% of the total of those whose nationality is known. The cessation of the war with France in April 1629 brought an end to this widespread plunder of French shipping, although this is not immediately reflected in the data in table 4.1, which are based on the dates of the appraisal of prizes and not their capture. At the same time, and partly as a result of the peace with France, the number of privateers was also declining. The government, also keen to end the war with Spain, was beginning to relax its stringent policy on contraband in favour of neutral states: by 1630, some prizes which two years earlier would have been adjudged as lawful, were being restored.<sup>14</sup> Consequently, as figure 4.1

demonstrates, there was a considerable decline in the number of prizes during 1630.

Table 4.2 provides details of the regional distribution of prizes for these years. It is clear that London and the south west accounted for the vast majority of prizes: together they accounted for approximately 565 prizes, or about three quarters of the total, with the south west predominating. As figure 4.2 illustrates, the south west ports from Poole round to Bristol accounted for more than half of the total number of prizes. London accounted for about 20% of the total; a larger share than the combined figure for the south and south east ports. The number of prizes for Ireland and the east coast ports only serves to underline their unimportance in the privateering war of these years.

The annual fluctuations in the number of prizes for those regions most actively engaged in the privateering war are illustrated in figure 4.3. Generally, the fluctuations in the number of prizes for London, the south west, south and south east are similar to the general pattern. It is clear that during 1626 the number of prizes for London and the south west, the only areas in England for which there is evidence of prizes being taken and adjudged as lawful, grew slowly. The following year, however, there was a large increase in all the leading regions, which was probably greater than that indicated in figure 4.3. Thereafter, the number of prizes levelled off during 1628 and 1629: in the south west the number may have increased slightly during these years; in London and the south east, it may have declined slightly; in the south a definite decline seems to have occurred during 1629. All the regions show a decline in the number of prizes during 1630, although this was probably not as marked as figure 4.3 indicates.

Table 4.3 provides details of the number of prizes for all the ports engaged in the privateering war during these years in descending order of importance. Totals for Ireland are also included. The positions of the leading ports may be seen more clearly in figure 4.4.

Table 4.3 underlines the domination of a few ports in the privateering business, and their geographical concentration in the south and especially south west. Together Bristol, Plymouth, Weymouth, Dartmouth and Exeter accounted for 368 prizes, or about half of the total for these years. The importance of London is also clear by its position at the head of the table. As figure 4.3 indicates, however, the total number of prizes taken by privateers set out from London was only slightly greater than the total taken by a much smaller number of privateers set forth from Bristol. Such was the value of a number of prizes taken by Bristol ships during 1626 that William Willett claimed, with some justification, that the port would soon be "one of his graces best....for profitt in this kinde" of business.<sup>15</sup>

The ability of Bristol privateers to take nearly as many prizes as London vessels probably reflects an important difference in the privateering effort of the two ports. It is likely that a greater number of privateers set out from London were engaged in trading voyages, in which the capture of prizes was of secondary importance, compared with those set forth from Bristol, or the other outports. The overseas trade of London does not seem to have been as adversely affected by the war as that of the south west ports and many London merchants, especially those involved in the long distance trades to the Levant, Africa, or the East Indies, were able to combine trade with privateering.<sup>16</sup> Some of these merchants,



such as Humphrey Slaney or George Rookes, may have done so on a large scale. By comparison the merchants of Bristol, with two of their most important markets in Spain and France effectively closed to them for most of the war years, had less opportunity to combine trade and privateering. Many of them, such as Humphrey Hooke or Giles Elbridge, may have channelled most of their interests into privateering, with profitable results. Bristol privateers clearly captured a great number of prizes, some of which were of considerable value: towards the end of the war it was claimed that the Eagle, set out by Humphrey Hooke and others, had captured prizes valued in total at £40,000.<sup>17</sup>

Between them Bristol and London accounted for 278 prizes: approximately 37% of the total for these years. As table 4.3 demonstrates, no other port seriously rivalled their predominant position. The other leading ports below them, Plymouth, Weymouth, Dover, Southampton, Dartmouth and Exeter, were clearly of secondary importance, although as a group they accounted for 341 prizes, or approximately 46% of the total. Most of these ports were deeply involved in the privateering war from 1625 to 1630. The number of prizes for Dover, however, was much greater than for Exeter or Dartmouth, and nearly as great as the number for Plymouth and Weymouth, even though a much smaller number of privateers were set out from the port. Many of these prizes were small, poorly-armed French vessels of low value which were often taken in groups of two, three or more: about 70% of the total number of prizes taken by Dover privateers, whose nationality is known, were French. It is likely that the outbreak of war with France, in April 1627, allowed Dover privateers to take advantage of the geographical situation of the port to make repeated cross-Channel raids on the French coasting trade. In March 1627 Sir Peter Heyman informed Nicholas

that "we all provide for such a kinde of warr as hath been mannaged hetherto with Spayne since the breach (but we hope for better successe) bycause we ly neerer, & ar subject to less & fewe contingencyes, or hazardes Yf it fall out to a war".<sup>18</sup> By May 1627 it was reported from Dover that "the taking of prizes is now our trade."<sup>19</sup> As Appendix II indicates, many of these prizes were taken by vessels set out by Sir John Hippisley, the leading promoter of privateering ventures in the port, which were reported in June 1627 to ply continually between Calais and Dover.<sup>20</sup>

The ports below this group played little part in the privateering war during these years. As table 4.3 demonstrates, these nine ports accounted for only 54 prizes, or 7% of the total: not much more than the number of prizes for Southampton.

Figure 4.5 illustrates the annual fluctuations in the number of prizes for the leading ports. Given the shortcomings of the evidence too much should not be made of small differences in the number of prizes from year to year, or from port to port. It seems fairly clear, however, that the fluctuations in the number of prizes for the leading ports were similar to the general pattern. As figure 4.5 indicates, in all of the ports there was an increase in the number of prizes from 1626 to 1627 and a decline in the number, for most of them, from 1629 to 1630. At Southampton, Dartmouth and Bristol this decline seems to have occurred during 1629. The following year there was an increase in the number of prizes for Dartmouth; there may also have been a slight increase at Weymouth during 1630, where the number of prizes held up much better than elsewhere.

#### 4. The value of prizes

Most of this section is based on the contemporary valuations of prizes given in the appraisements which have been supplemented by the surviving accounts of tenth collectors. These accounts, which contain details of the sale of the tenths of prizes, do not give any detailed descriptions of prize cargoes but they do provide some indication of the total value of such prizes. No attempt has been made to estimate the value of a prize for which no appraisement, or other contemporary valuation, survive: this would be a complex, hazardous task and in many cases would founder on the vagueness of the surviving evidence. While this reduces the sample of prizes available for analysis, it may be that the picture they present of the annual fluctuations in the number of prizes is a more accurate impression than that presented in section 3, which was subject to some distortion by the incomplete survival of the sentences of the High Court of Admiralty.

Prizes were appraised by four or five "indifferent" men, who were "chosen and sworn upon their corporal oathes"<sup>21</sup> by commissioners nominated by the High Court of Admiralty for that purpose. The appraisers were usually men who possessed the skill or experience to value the prize: shipwrights were appointed to estimate the value of ships, fishmongers the value of parcels of fish, and vintners that of wines. In estimating the value of a prize, appraisers were probably guided by the quantity and quality of the goods, and the state of the local market. Estimates of goods such as sugars, tobacco, hides or wines, the quality of which was highly variable, could differ from month to month and port to port. In London white sugar was valued at £5 15s per hundredweight in June 1627, at £3 10s per hundredweight in August 1627, and at £5 per hundredweight in September



1627. In Bristol white sugar was appraised at £4 10s per hundredweight in October 1626, at £5 per hundredweight in January 1628, and at £4 per hundredweight in June 1628. Some goods were in such poor condition that they were of no value: part of the cargo of Our Lady's Incarnation, appraised at Plymouth in June 1626, consisted of leaf tobacco which was so rotten and decayed that it was worth nothing;<sup>22</sup> sixty hides aboard a Spanish frigate, appraised at Bristol in December 1628, were also so rotten that they had no value.<sup>23</sup>

Although the appraisements are the only series of contemporary estimates available, they are not a wholly reliable guide to the real value of prizes. They take no account of pillage, which by custom was allowed to the crews of privateers as a reward for the capture of a prize. According to Sir Richard Hawkins "nothing is allowed for Pillage but Apparell, Armes, Instruments, and other necessaries belonging to the persons, in that shippe which is taken;... with a proviso, that if any perticular pillage, excede the valew of sixe crownes, it may bee redeemed for that valew, by the generall stocke and sould for the common benefit." The "tackling, sayles, or Ordinance" were to "bee preserved for the generalitie: saving a peece of Artillery for the Captaine; another for the Gunner, and a Cable and Anchor for the Master, which are the rights due vnto them." In practice, as Hawkins admitted, "Marriners and Souldiers,....robbe all they can, vnder the colour of Pillage, and after make Ordinance, Cables, Sayles, Anchors, and all aboue Deckes, to belong vnto them of right".<sup>24</sup> During 1627 John Ellsey complained that the "seafareing men especialy the officers", of a vessel set out by the Earl of Warwick which had brought a prize into Southampton, "hath mad theire benefitt of pillage, more then theire

shars besids doth amount unto".<sup>25</sup> In September 1628 Roger Polkinghorne complained to Sir James Bagg about a prize taken by captain Hall of Exeter and captain Jones of Bristol, "which they account all pillage and have so disorderly disposed of yt without paying the King Custome or tenths."<sup>26</sup> Pillage on such a scale must have substantially reduced the value of many prizes.

The appraisements, moreover, give little indication of the price at which prize goods were subsequently sold. In a small number of cases it is possible to compare an appraisement of prize goods before sale with one made after: Bank fish out of the Katherine of Dieppe was appraised at 6s per hundredweight, but was sold for 6s 8d per hundredweight; corrfish out of the same vessel was valued at 20s per hundredweight, but was sold for 23s.<sup>27</sup> The cargo of the Renée of St. Malo, consisting mainly of currants, raisins and almonds, was valued at £1,867 7s 4d but when sold realised £2,139 9s 6d.<sup>28</sup> According to John Ellsey, who as tenth collector for Hampshire was responsible for the disposal of the Lord Admiral's share of prizes brought into Southampton, Portsmouth and the Isle of Wight, "it makes noe matter howe goods are aprayed my lord shall bee sewer to have his due to the full vallue for of this banke fish which is aprayed at xxv<sup>s</sup> the hundereth I doubte not to make 45<sup>s</sup> the hundereth at the leaste and that speedely."<sup>29</sup> There could, therefore, be a significant difference between the estimated value of prize goods and the prices at which they were later sold; as such, it is likely that the appraisements understate the real value of prizes.

The total value of prizes taken during the privateering war from September 1625 to November 1630, for which an appraisement or other

contemporary valuation survives, was approximately £566,547. The number of prizes which made up this total was 484. No appraisements survive for at least another 253 prizes taken during these years. As there are no reasons to suppose that there was any marked disparity between the prizes of known value and those of unknown value, it may be suggested that the total value of prizes for these years was at least somewhere between £800,000 and £900,000. This would give an annual average value of more than £160,000; the appraisements alone give an annual average of about £110,000. These figures bear comparison with the situation during the Elizabethan war against Spain when, it has been suggested, between £100,000 and £200,000 worth of prizes were taken annually. They certainly do not support the contention that "Private adventurers proved totally unequal to emulating the feats of their Elizabethan predecessors."<sup>30</sup>

The value of prizes, however, did not remain at a constant level during these years, but ebbed and flowed considerably. Table 4.4 presents details of the annual fluctuations in the value of prizes during these years. These fluctuations are illustrated more clearly in figure 4.6.

The overall pattern, as figure 4.6 demonstrates, is again one of low level activity in 1626 and 1630, between which there was a great surge in the value and number of prizes. The peak year was clearly 1628 which accounted for 143 prizes, valued at £172,158. This was nearly one third of the total value and number of all prizes taken during these years; by comparison 1626 accounted for only 6% of the total value and 3% of the total number, 1630 accounted for 15% and 11% respectively.



As table 4.4 indicates, 1627 and 1629 were also important years: 123 prizes were taken and appraised at a total value of £103,776 during 1627; 136 prizes were taken and valued at £145,851 during 1629. It is clear from figure 4.6 that there was a slight fall in the number and value of prizes during 1629, compared with 1628, which became more pronounced during 1630 when the value of prizes declined by about 40% and their number by even more. Even if account could be made of some possible overlap between 1630 and 1631, the decline which occurred during the final year of the war would still be considerable.

The average value of prizes, as table 4.5 shows, also varied considerably during these years. In 1626 the average value of prizes was £2,419; the following year it fell dramatically to £844; while there was some increase during 1628, the average remained at a fairly low level for the rest of the war years, reaching £1,571 in 1630. The average only rose above £1,500 during two of the war years: in 1626 and 1630. In between these years it fluctuated about the £1,000 mark. These differences, as figure 4.7 suggests, are of such an order as to indicate significant shifts in the type of prizes taken.

The lower average value of prizes during the period from 1627 to 1629, which overlapped with the Anglo-French war, was probably the result of the capture of large numbers of French prizes of small value. The most valuable French prize taken during these years was appraised at £3,944; only another 22 prizes which were known to be French, were valued at more than £1,000; the majority, in fact, were appraised at less than £500. While the average value of prizes taken during these

years, known to be French, was only about £450 they could be easily captured in large numbers off the coasts of France. By comparison, the average value of prizes known to be Spanish or Portuguese was about £900 or £1,400, and more than £4,500 respectively. Such prizes, however, especially those richly laden Spanish or Portuguese vessels returning from the New World or Atlantic islands with cargoes of sugar, tobacco and hides, were more difficult to take. As early as October 1626 captain James Duppa, who had just returned from a voyage of plunder to the Azores, informed Edward Nicholas of the difficulties facing English men-of-war in long-distance privateering to hunting grounds in the Atlantic or the Caribbean. Duppa found twenty English and Dutch privateers cruising off "the Islandes", but expected them to "come home without purchase"; the "times are altered," he claimed, "& it is not on or two ships together that can prevayle, unlesse it be by great chance upon some stragling ship".<sup>31</sup>

The irregular capture of rich Spanish or Portuguese prizes during these years confirms Duppa's opinion. English privateers found it almost impossible to take any of the strongly defended Spanish vessels returning from the Indies<sup>32</sup>: of the 34 or 39 prizes known to be Spanish only 5 were appraised at more than £5,000 and 3 of these may have been Portuguese. Most Spanish prizes, 29 out of the 39, were small vessels valued at less than £1,000. While rich Portuguese vessels returning from Brazil were more vulnerable to attack, English privateers found it difficult to compete with the privateering fleets set out by the Dutch West India Company during the 1620s. During 1625 and 1626 alone, Dutch men-of-war captured 80 "Brazil-traders" compared with a total of 59 to 64 Portuguese vessels, of all kinds, taken by English privateers during the entire war.<sup>33</sup> Most Portuguese prizes, 39 out of a total of 45 for which appraisements survive, were valued at more than £1,000; at least 21 of this total were appraised at more than

£5,000. The capture of such prizes, on any scale, could clearly raise the average value of prizes for any one year.

Differences in the value of prizes taken during these years are shown more clearly in table 4.6.

It is evident that the great majority of prizes were of small value: approximately 366 prizes, or 76% of the total number, were appraised at less than £1,000. As table 4.6 indicates, the average value of prizes in this category was only £307. The total value of these prizes was £112,316, or only 20% of the overall total. By contrast, prizes appraised at £5,000 and above accounted for only 8% of the total number, but 48% of the total value. The average value of these prizes was £7,296. In between these two extremes was an intermediate group of 81 prizes, or 17% of the total number, which accounted for 32% of the total value. The average value of these prizes was £2,275. This inverse relationship between the number and value of prizes is clearly illustrated in figure 4.8.

The staple catch of English privateers during these years clearly consisted of prizes of very small value. Many of these prizes were French: about 65% of those prizes appraised at less than £1,000, whose nationality is known, came from French ports; a further 15% came from Dutch ports. These captures were occasionally supplemented by richer prizes valued at £1,000 or above, many of which were Spanish or Portuguese. About 54% of those prizes appraised at £1,000 or above, whose nationality is known, came from Spanish or Portuguese ports; another 29% came from French ports. The predominance of Iberian vessels among the much richer prizes, valued at £5,000 or above,



was even greater: more than 90% of these prizes, whose nationality is known, came from Spanish and especially Portuguese ports. While it is likely that some adventurers were able to make profits from the capture of small French vessels, because they could be taken in large numbers and over a short period of time, it was the capture of the rich Portuguese prizes especially which made privateering worthwhile.

Figure 4.9 illustrates the annual fluctuations in the number and value of the three different categories of prizes. Table 4.7 presents the data in table 4.6 as percentages of the annual totals of the number and value of prizes. Given the nature of the evidence, it should be emphasized that the data presented do not provide unassailable evidence of the trends in the capture and adjudication of these prizes, especially for those valued at £5,000 and above where the addition of only one or two prizes could modify the picture.

It is clear from figure 4.9 that there was a large increase in the number and value of all three categories of prizes from 1626 to 1627, which was especially marked among those prizes valued at less than £1,000. In 1626, as table 4.7 demonstrates, this category of prize accounted for only 5% of the total value and 36% of the total number; the following year these had increased to 29% and 82% respectively. The increase in the number and value of all categories of prizes continued into 1628, and into 1629 for those prizes valued at between £1,000 and £4,999. During 1629 there was a slight fall in the number and value of prizes appraised at less than £1,000 and at £5,000 or above. As figure 4.9 indicates, there was a definite decline in the number and value of

prizes valued at less than £5,000 during 1630: the number and value of those appraised at less than £1,000 fell by more than half from 1629 to 1630, and by an even greater amount for those valued at between £1,000 and £4,999. By contrast, as table 4.6 shows, there was only a very slight decline in the number and value of rich prizes, appraised at £5,000 and above, during 1630.

The evidence shows, therefore, that there was an increase in both the value and number of prizes from 1626 to 1627. Most of these prizes, however, were of low value; many were small French vessels which became lawful prey for English privateers after April 1627. After reaching a peak in 1628 the number and value of prizes began to fall: the ending of the war with France in April 1629, and the more favourable attitude of the government towards neutral states, combined to reduce the availability of prizes. This decline, which was also related to the fall in the number of privateers operating during these years, became more pronounced during 1630, especially among those prizes appraised at less than £5,000. The number and value of prizes valued at £5,000 and above, many of which were Portuguese, hardly fell at all during 1630.

Table 4.8 provides details of the regional distribution of the value and number of prizes for these years. The south west which accounted for 275 prizes valued at £374,010, or two thirds of the total value and more than half of the total number, was clearly the most important region. No other region, including London, seriously challenged the predominant position of the south west. London, accounting for 98 prizes valued at £130,118, was responsible for about one fifth of the total value and number. Together, London and the south

west accounted for nearly 80% of the total number of prizes, and nearly 90% of their total value. By comparison, the south east accounted for only 2% of the total value of prizes and 7% of their total number; the south, some 3% and 8% respectively.

The annual fluctuations in the value and number of prizes for the south west, south, south east and London are given in table 4.9. Figure 4.10 illustrates these fluctuations more clearly.

Essentially, as figure 4.10 indicates, the annual fluctuations in the value and number of prizes for the leading regions were similar to the overall pattern. There were, however, some regional differences especially between London and the south west.

From 1626 to 1627 the value and number of prizes grew in all the leading regions. The increase in the value of prizes, however, was less marked in the south west than in London. From 1626 to 1627, as table 4.9 shows, the value of prizes for the south west grew by only £6,338, their number by 38; in London the number of prizes grew by 35, their value by £35,905. The value and number of prizes reached a peak in London, and the south east, during 1627. Table 4.10, which presents the data in table 4.9 as percentages of the annual totals, demonstrates that London accounted for 41% of the total value of prizes in 1627, and 30% of the total number; the south east's share of these totals was 7% and 15% respectively. The value and number of prizes for the south and south west reached a peak in 1628. As table 4.10 indicates, the south west accounted for 58% of the total number of prizes during 1628, and 78% of their total value; the south was responsible for 15% and 7% respectively.



These increases in the number and value of prizes were followed by some decline. From 1627 to 1628 the value of prizes for London fell by more than 50%, their number by more than 40%; the fall was even greater for the south east. During this same period the value and number of prizes for the south west and south continued to grow: as table 4.9 shows, the value of prizes for the south west grew by more than £100,000 during 1628, their number by 33. While the number of prizes for the south west continued to grow slightly in 1629, their value fell considerably. This decline in the value and number of prizes was halted in London and the south east during 1629, as figure 4.10 shows, but became more pronounced in all the regions during 1630. It is clear from figure 4.10, however, that in the south west this decline was less marked than in London, the south or south east.

It is evident, therefore, that throughout the war years from 1625 to 1630 the south west and London accounted for the overwhelming proportion of the value and number of prizes. Although their respective shares of the annual number and value of prizes fluctuated widely, as table 4.10 indicates, together they usually accounted for more than 80% of the total value and number of prizes. While it is also clear that the annual fluctuations in the number and value of prizes for the leading regions were similar to the overall patterns, there were important regional variations in the extent of the increase from 1626 to 1627, and in the decline which followed from either 1628 or 1629 to 1630, especially between London and the south west.

It is not easy to account for such regional variations. The capture of prizes, which were later adjudged as lawful, depended upon many variables including the number of privateers active from year

to year and region to region, the availability of enemy vessels, and the government's definition of lawful prize. Changes in any one of these could affect the number and value of prizes taken. For example, the large increase in the value and number of prizes for London from 1626 to 1627 coincided with, and was undoubtedly partly the result of, a rise in the number of privateers set out from the port; the decline which occurred during 1628, and which was halted during 1629, was matched by a fall in the number of ventures which tended to level off during 1629, before finally declining in 1630. For most of these years there was a similar overlap between the annual fluctuations in the number and value of prizes, for the south west, and the number of privateering ventures. Privateering, however, was a difficult and risky business and the capture of prizes also depended upon many contingencies, not least luck, which it is impossible to take account of.

Variations in the annual fluctuations of the value and number of prizes, between the regions, may also reflect important regional differences in the privateering effort: including differences in the types of vessels set out, the number of ventures which combined privateering with trade, and the hunting grounds visited. While it is impossible to delineate such differences fully from the available evidence, a more detailed analysis of the value of prizes for the leading regions suggests that such local differences could have exerted a considerable influence on the type of prizes taken.

Table 4.11 provides details of the annual fluctuations in the average value of prizes for the leading regions. Clearly, the average value of prizes for London and the south west was much greater than that for the south and south east. As table 4.11 indicates, the

average value of prizes for London and the south west was between three and four times greater than that for the south and south east; in some years the difference was even greater. The average value of prizes for the south east and the south never rose above £600 during these years; indeed, the average for the south east was never greater than £500, and was sometimes well below this. By contrast, the average value of prizes for the south west and London only fell below £1,000 once during the war years: in 1628 the average for London dropped to £879, and in 1627 the average for the south west fell to £779.

The differences between the average value of prizes for London and the south west, and the south and south east are so large as to indicate important regional variations in the type of prizes taken. Neither the south east or south were involved in the capture of rich Portuguese or Spanish prizes, laden with sugars, tobacco or hides, on any serious scale; the vast majority of prizes for these regions, as Appendix II indicates, were small vessels laden with miscellaneous cargoes, or fishing vessels carrying small quantities of fish and oil, many of which were French. While many of the prizes for London and the south west were also of low value, a good number were much more valuable. Table 4.12, which provides details of regional variations in the value of prizes, indicates that only 8 prizes for the south and south east were valued at £1,000 or above, and none were appraised at £5,000 and above; London and the south west, however, accounted for 103 prizes valued at £1,000 or above, of which 36 were appraised at £5,000 and above.

The data in table 4.12 are also presented as percentages of the regional totals in table 4.13.



The variations in the value and number of prizes for London and the south west were similar to the overall pattern. In both, prizes valued at less than £1,000 accounted for slightly more than 70% of the total number but less than 20% of the total value. Most of these prizes were of low value: the average value of those for London, as table 4.12 indicates, was only £269, for the south west it was £316. At the other extreme, prizes valued at £5,000 and above only accounted for about 10% of the total number, but slightly more than 50% of the total value. The average value of these prizes was £8,271 for London and £6,983 for the south west. In between these two extremes those prizes valued at between £1,000 and £4,999 accounted for 20% of the total number and 35% of the total value for London, and a slightly smaller share of the totals for the south west. The average value of this category of prize was also considerable: for London it was £2,254, for the south west £2,455.

The variations in the value and number of prizes for the south and south east were, by comparison, much different. Table 4.13 shows that prizes valued at less than £1,000 accounted for the majority of the total value and number for both regions: in the south east, 91% of the total number and 59% of the total value was made up of prizes in this category, the average value of which was only £236; in the south, 87% of the total number and 65% of the total value also came within this category. The remainder of the prizes for both regions were valued at between £1,000 and £4,999; the average value of these prizes, as table 4.12 shows, was also considerably less than that for London or the south west.

The annual fluctuations in these different categories of prizes are presented in table 4.14 for the south west, south, south east and London, and are illustrated more clearly in figure 4.11. The number of prizes valued at £1,000 and above for the south and south east was so few, as table 4.14 shows, that it is impossible to undertake any analysis of trends in their value and number. For London and the south west the number of prizes valued at £1,000 or above was so small that the data can only be used to indicate the general trend, and not a detailed analysis of differences in the value and number of prizes from year to year.

In the south east and south it is clear that the number and value of prizes appraised at less than £1,000 reached a peak in 1627 and 1628, after which there was a decline to a much lower level in 1628 and 1629. In London this category of prize also reached a peak in 1627; a slight decline set in thereafter, which became more pronounced during 1630. The number and value of these prizes appraised at £1,000 and above tended to fluctuate more widely: rising sharply in 1627 and 1629, as figure 4.11 illustrates, and falling rapidly in 1628 and 1630. In the south west the number of prizes valued at less than £1,000 reached a peak in 1629 although their total value, as table 4.14 indicates, was more than £8,000 less than that for the previous year. The number and value of prizes appraised at £1,000 and above grew very rapidly during 1628; although there was some decline in the following years this was not on the same scale as that in London, especially among those prizes valued at £5,000 and above, whose number and value remained at a high level during 1629 and 1630. This may reflect a greater commitment to privateering in some of the south west ports, such as Bristol and Weymouth,

than in London where many promoters combined trade with privateering and the capture of prizes was secondary to the maintenance of peaceful commerce.

It is clear, therefore, that there were important regional variations in the value and number of prizes. The great majority of prizes for the south east and south was made up of small vessels of low value, appraised at well below £1,000. Together, the south east and south accounted for only 7% of the total number of prizes valued at £1,000 or above, and under 3% of their total value. The greater number of prizes for London and the south west were also of low value. Of the total number of prizes for London and the south west, however, about one third were appraised at £1,000 or above; together, these two areas accounted for most of the valuable prizes which were taken during these years. As many of the prizes which were appraised at less than £1,000 were French, and most of those valued at £5,000 and above were Portuguese or Spanish, these regional variations in the value and number of prizes may reflect important differences in the privateering effort between the regions.<sup>34</sup> It is likely that the lack of rich captures among the prizes for the south and south east reflects their greater involvement in short-distance privateering in the English Channel and off the western coast of France, where prizes of low value could be taken in large numbers. London and the south west were also heavily engaged in this type of privateering; but the number of rich captures among the prizes for both areas also suggests greater involvement in long-distance privateering into the Atlantic, the Caribbean, or the Mediterranean, where most of these prizes were to be caught.



Table 4.15 presents details of the value and number of prizes for the ports engaged in the privateering War during these years. The respective positions of these ports are illustrated more clearly in figure 4.12.

As table 4.15 demonstrates London and Bristol were the most important ports, accounting for 179 prizes valued at £282,245, or 37% of the total number and 50% of the total value. Bristol accounted for 81 prizes which were valued at £152,127; although London was responsible for 98 prizes, their total value was about £22,000 less than that for Bristol. The greater involvement, and success, of Bristol in the privateering war of the 1620s, compared with the small role it played during the Elizabethan conflict with Spain, reflects the general commercial recovery of the port after 1603 which brought with it increasing confidence and renewed interest in opening up new markets, and in voyages of exploration and colonization. As Latimer pointed out, "the wealth and enterprise of Bristol at this period advanced by leaps and bounds."<sup>35</sup>

Weymouth also seems to have been another successful privateering port, accounting for 51 prizes valued at £88,416, or 10% of the total number and 16% of the total value; its nearest rival was Exeter although, as table 4.15 indicates, the total value of the 29 prizes for this port was less than half the total for Weymouth. The positions of the three south western ports of Exeter, Plymouth and Dartmouth were similar to each other: individually they accounted for between 29 to 47 prizes, whose total value ranged from £32,000 to £41,000. Collectively, they accounted for 106 prizes whose total

value was £108,488, less than the total value for either Bristol or London. Below this group of ports only Dover, Southampton and Fowey accounted for more than 10 prizes during these years and, as table 4.15 shows, the 11 prizes for Fowey were of very low value being appraised, in total, at only £971. While Southampton and Dover were responsible for 40 and 30 prizes respectively, their total value was also low. The combined value of the 70 prizes for both ports was only £31,752, nearly £10,000 less than the total value for Exeter which accounted for only 29 prizes. The rest of the nine ports in table 4.15, including the Scilly Isles, accounted for only 34 prizes whose total value was £20,269.

Details of the annual fluctuations in the value and number of prizes for those ports which accounted for a total value in excess of £20,000 are given in table 4.16. Figure 4.13 illustrates these fluctuations more clearly.

As table 4.16 demonstrates, there was considerable variation in the value and number of prizes, both from port to port and year to year. Many of these variations reflect local differences in the type of prizes taken. At Exeter, for example, 6 prizes were appraised at a total value of £20,729 during 1626; the following year 10 prizes were valued at only £3,415. Of the prizes for 1626, however, 2 were Portuguese or Spanish, and laden with rich cargoes of sugars, tobacco and hides, including one which was appraised at £11,131 16s 7d. By comparison 4 out of the 7 prizes whose nationality is known for 1627 were French, laden with cargoes of fish, oils, cloths, staves and other miscellaneous goods, which were of much less individual value;

none of the prizes whose nationality is known were Portuguese or Spanish; the most valuable prize, as Appendix II indicates, was the Golden Sun of Hamburg which was appraised at £757 13s 3d. Portuguese prizes, especially, were so valuable that the capture of only a small number could increase the total value for any one year, or any port, considerably.

Although there were differences between the ports in the annual fluctuations of the value and number of prizes, figure 4.13 indicates that there were some common elements to the local patterns. In most of the leading ports it is evident that 1626 and 1630 were years of low-level activity, between which the number and value of prizes tended to reach a peak: at Bristol this occurred during 1628, at London in 1627, and at Plymouth and Dartmouth during 1629. While the number of prizes for Exeter reached a peak during 1627, their total value was about £17,000 less than for the previous year, when the capture of one very rich Portuguese prize inflated the total value. Once this peak had been reached the value and number of prizes tended to decline, although there were obvious differences in the extent of this decrease from port to port: at Bristol, for example, the capture of several rich Portuguese prizes, including the Rosario which was appraised at £10,016 5s, kept the total value at a much higher level in 1630 than at London, Plymouth or Dartmouth. The only exception to this pattern was Weymouth, where the value and number of prizes grew rapidly during 1628 and remained at a high level thereafter: indeed, while the number of prizes declined slightly during 1630 their total value increased by more than £7,000.



Local differences in the value of prizes are shown more clearly in table 4.17 which provides details of the average value of prizes for the leading ports during these years. Data for Dover and Southampton, which accounted for the same number of prizes as Dartmouth, are also included for comparative purposes.

As table 4.17 demonstrates, the average value of prizes for Bristol, London, Weymouth and Exeter was well above the overall average of £1,171; ranging from £1,328 for London to £1,878 for Bristol. The average value for London, Bristol and Weymouth only fell below £1,000 for one year during the period from 1626 to 1630; occasionally, as table 4.17 shows, it was well above this figure. During the same period, however, the average value for Plymouth and Dartmouth only once rose above £1,000; at Southampton and Dover the average never rose above £1,000, and was sometimes well below £500. These differences in the average value of prizes between the leading ports reflect variations in the type of prizes taken, which are more clearly illustrated in table 4.18.

Table 4.19 presents this data as percentages of the total value and number of prizes for each of the leading ports. It is evident that the variations in the value and number of prizes at Bristol, London, Weymouth and Exeter were similar to the general pattern. Those prizes appraised at less than £1,000 accounted for a majority of the total number, ranging from 63% for Bristol to 72% for Exeter, but were responsible for only a small proportion of the total value, ranging from 20% for Exeter to only 9% for Weymouth. The average value of these prizes was low; as table 4.18 indicates, it was below £500 for all the ports. At the other extreme only a

small proportion of the total number of prizes, valued at £5,000 and above, accounted for a majority of the total value: ranging from 51% for London to 67% for Weymouth. As table 4.18 demonstrates, the average value of these prizes was well above £5,000. Those prizes appraised at between £1,000 and £4,999 accounted for less than 25% of the total number, and from between 24% and 35% of the total value. The average value of this category of prize ranged from £2,023 for Exeter to £2,612 for Bristol.

The variations in the value of prizes for Dartmouth were similar to this pattern although, as table 4.19 indicates, a slightly greater proportion of the total value was made up of prizes appraised at between £1,000 and £4,999. A much greater proportion of the total value and number of prizes for Plymouth was made up of prizes appraised at less than £5,000. Those prizes valued at less than £1,000 accounted for 31% of the total value for Plymouth, more than double the figure for Bristol and London; those prizes appraised at £5,000 and above were responsible for only 29% of the total value. This concentration of prizes among those of low value was most marked at Southampton and Dover: 87% and 90% of the total number of prizes for both ports, accounting for 65% and 58% of the total value respectively, were appraised at less than £1,000. The remainder of the prizes for both ports, which as table 4.18 shows numbered only 8, were valued at between £1,000 and £4,999. The average value of these prizes, £1,354 for Southampton and £1,756 for Dover, was also much less than for the other leading ports.

These differences in the value and number of prizes between the leading ports, reflecting important variations in the type of prizes

taken, were probably the result of local differences in the privateering effort. The concentration of rich prizes at Bristol, London, and to a lesser extent Weymouth, suggests that it was these ports which were most persistently engaged in long-distance privateering to hunting grounds in the Atlantic or Caribbean, where many of these prizes were captured. Exeter, Plymouth and Dartmouth may also have been involved in this type of privateering, but on a much lower scale: as table 4.18 indicates, these three ports only accounted for 24 prizes valued at more than £1,000, less than the total for London. These ports were probably more heavily engaged in short-distance privateering, as Southampton and Dover seem to have been, where the capture of rich prizes was incidental to the staple catch of small vessels of very low value. The vulnerability of such vessels, many of which were French, made them an easy and attractive prey for privateers lacking the experience or backing to venture further afield.

##### 5. Prize vessels and cargoes

Variations in the value of prizes were closely connected to differences in the composition of prize cargoes. Most rich prizes which were valued at £5,000 or above, such as the St. Anthony of Lisbon appraised at £5,989 10s, consisted of cargoes of sugars, tobacco, Brazil wood, hides and other American products.<sup>36</sup> The vast majority of these prizes were Brazilmen, captured on the return voyage to Portugal; these were much more vulnerable to attack than comparable Spanish vessels, most of which returned from the Indies in fleets 'too strongly defended to offer easy prizes to privateers'.<sup>37</sup> Prizes of high value could also be taken in the Mediterranean: the St. Michael



and the Jonas, both captured by Sir Kenelm Digby, were laden with cargoes of Spanish wool and barilla which were appraised at £7,526 10s and £8,243 7s 6d respectively.<sup>38</sup> At least one of these vessels was Venetian: the diplomatic protests, and legal complications, which the seizure of such neutral vessels provoked, however, may have deterred other privateers from similar attacks on Venetian shipping in the Mediterranean. Certainly, such prizes were taken on a much smaller scale than Portuguese vessels.

By contrast, prizes of low value which were usually appraised at well below £1,000 consisted of cargoes of fish and oil, or of cargoes of a wide range of goods, usually of European origin: the Pearl of Newhaven, laden with fish and oil, was valued at only £224 5s; the Benediction of God of Calais, laden with small amounts of white wine, iron, cork and feathers, was appraised at £424 4s.<sup>39</sup> Many of these prizes, as Appendix II indicates, were French; a much smaller number were either Spanish or neutral vessels, although the low value of many of the latter prizes was often due to the restoration of part of the cargo after legal proceedings in the High Court of Admiralty. Most of these prizes were caught trading with the enemy in contraband goods, such as the Seahorse of Rotterdam whose cargo of salt was appraised at £495, or the St. Peter of Schiedam whose cargo of flax, deal boards, cloths, tar, pipestaves and other goods was valued at £255 13s 7d.<sup>40</sup>

Prizes between these two extremes, appraised at between £1,000 and £4,999, were more diverse in character. They included: Portuguese or Spanish vessels laden with cargoes of sugars, tobacco, dyewoods and hides such as the Corpo Sancto, appraised at £3,672 5s 8d;

a smaller number of French vessels laden with sugars, wines and other goods, such as the Fortune of Calais which was valued at £1,221 4s 4d; and neutral vessels carrying cargoes of contraband or other goods, such as the St. Andrew of Norden laden with cheese, bacon and cloths appraised at £1,508 14s 10d.<sup>41</sup> These prizes could be taken going to or from Spain and Portugal; either in the Atlantic, the English Channel, or off the coasts of Ireland as vessels of Hamburg and Lübeck, especially, tried to evade the swarm of privateers in the Channel.

Table 4.20 provides details of the value of all the commodities which were taken as lawful prize and appraised during these years. For the purposes of analysis no distinction has been made between different types of sugars, textiles, grains or wines. The total for the latter commodity also includes a small amount of cider; the total for deal boards also includes spars, balks and pipestaves; that for metals includes mainly iron and small amounts of steel and lead, but excludes precious metals such as gold and silver which form a separate category; likewise, the total for dyes includes sumac, indigo and wood, but excludes logwood and other dyewoods. The miscellaneous total includes a wide variety of goods such as goose quills, pins, wooden trays and canary seeds, as well as a number of commodities which it was impossible to identify because of illegibility or damage to some of the appraisements.

It is clear from table 4.20 that sugar was by far the most valuable prize commodity, accounting for £321,755 or 63% of the total value. Figure 4.14 illustrates the predominant position of sugar more

clearly; below it, there were only another six commodities whose value was greater than £10,000, ranging from hides valued at £10,127 to wines valued at £32,516. The combined value of these goods, which also included salt, wool, textiles and tobacco, was only £109,380: nearly two-thirds less than the value for sugar. With the inclusion of sugar these seven commodities accounted for 84% of the total value.

Below this group of leading commodities there was a small number of goods whose value varied from £5,000 to £10,000. As table 4.20 indicates, these included dyewoods, currants and raisins, fish, ginger and oils. Collectively, the value of these goods amounted to only £38,439, or 7% of the total. Excluding the miscellaneous category, only another fifteen commodities were of a value greater than £1,000; among the more valuable were metals, precious metals, grains, pepper and dyeing stuffs. The rest of the commodities in table 4.20 were of low value, well under £1,000: the combined value of this large group of diverse goods, which included cinnamon, paper, cork and vinegar, was only £5,039, or about 1% of the total value.

It is evident, therefore, that only a small number of commodities accounted for a majority of the total value of prize cargoes, with sugar taking up the greatest share. Much of this sugar was from the cargoes of Portuguese Brazilmen, which also carried less valuable amounts of tobacco, hides and Brazilwood. Such American products, however, only accounted for a small proportion of the total number of prize cargoes, the greater part of which was taken up by mainly European goods of lesser value, including wines, salt, textiles and grain. Such commodities often formed only a small part



of the cargoes of French or neutral vessels, which carried a wide variety of other goods.

By comparison with the leading commodities, the value of vessels taken as prize during these years amounted to £25,320, less than the total for wines. The average value of these vessels, which numbered approximately 354, was only £72. Some of these vessels, especially those of French origin, were so small that they were worth much less than this: an empty French bark of 25 tons, taken during 1628, was of "so smale a value that the Captaine said hee woulde loose it rather then be att the charge to enter yt."<sup>42</sup> Others had been so extensively pillaged that they were like "a shell without anye karnell";<sup>43</sup> while a smaller number may have suffered much damage in the course of their capture. Thus the Red Lion, described as broken and unserviceable, was appraised at £15; the Star of 35 tons, which was sunk in harbour with all her provision stolen, was valued at only £6; and a small Portuguese vessel described as being fit for nothing but fire wood, was appraised at £10.<sup>44</sup>

Table 4.21 provides details of the annual fluctuations in the value of the leading commodities, whose total value was greater than £10,000. Figure 4.15 illustrates these fluctuations more clearly.

While the data in table 4.21 give some indication of the general trend in the value of the leading commodities during these years, it needs to be used with caution. In some cases the number of prize cargoes which made up the total value of a commodity was so small that the addition of only one or two more prizes could affect the pattern

considerably. According to table 4.21, for example, the value of wool for 1629 was more than £15,000, compared with less than £2,000 for the previous year. The basis for most of this increase, however, was the capture of two very rich prizes by Sir Kenelm Digby, whose cargoes mainly consisted of high quality Spanish wool valued at £7,193 and £7,208.

Nevertheless, it is evident from table 4.21 that sugar remained the most valuable prize commodity throughout these years: only in 1627 did its share of the total value fall below 50%. The fluctuations in the value of sugar were similar to the overall pattern, although there were obvious differences in the scale of these movements. From 1626 to 1627 the value of sugar doubled, rising from £20,843 to £42,611, whereas the overall increase was nearer threefold; as a result, sugar accounted for only 45% of the total value in 1627.. During 1628 the value of sugar more than doubled, nearly reaching £100,000; thereafter, however, it declined falling to £75,642 in 1629, and to £60,694 in 1630. As figure 4.15 demonstrates, this decline was not as great as for wines, wool, or textiles.

The value of some of the other leading commodities fluctuated more widely during these years: that for textiles more than doubled from 1626 to 1627, fell dramatically during 1628, and increased by about fourfold during 1629 before finally declining in 1630. While there were also differences between the fluctuations in the value of the leading prize goods, some common elements may be detected from figure 4.15. The value of all these goods, with the exception of hides, tended to increase rapidly to reach a peak in either 1628

or 1629, which was followed by an equally rapid decline: wines and wool reached a peak in 1629; salt, tobacco and sugars in 1628. As table 4.21 demonstrates, with the exception of sugar, the value of these goods fell dramatically in 1629 or 1630 to very low levels.

Some of these variations between the fluctuations in the value of the leading commodities reflect wider differences in the type of prizes taken; especially from 1626 to 1627 and from 1629 to 1630, the years covering the outbreak, and subsequent cessation, of the privateering war with France. During this period a large number of French vessels were taken whose cargoes consisted of a wide variety of goods, many of European origin, such as salt, textiles and wines, or of fish and small amounts of oil. The effects of the capture of such French prizes can be seen in the great increase in the value of these goods during 1627: as table 4.21 indicates, the combined value of salt, textiles and wines for 1626 was only £1,895, that for fish was only £191; the following year the value of fish increased to £5,768, while the combined value of the other goods was £14,090 or 15% of the total value for 1627. These increases continued into 1628 or 1629; after the ending of the Anglo-French war in April 1629, however, the value of these goods fell considerably. By 1630 the value of textiles was £179, for wine it was only £38, while fish did not figure among the list of prize goods for the final year of the war. The value of sugar, by comparison, which formed only a small proportion of the total value of the cargoes of French prizes, held up much better in 1630 as English privateers continued to take Portuguese Brazilmen until the final months of the war.<sup>45</sup>

Table 4.22 presents details of the distribution of the leading prize commodities between London, the south east, south and south west.



The regional importance of these goods is illustrated more clearly in figure 4.16.

There was considerable regional variation in the value of the leading prize commodities. Moreover, some of the more valuable goods in the regions do not figure in table 4.22: for example, at London ginger and oils were of greater value than salt; in the south oils were of greater value than hides, tobacco, textiles or wool; and in the south west ginger was of equal value to hides, and greater in value than wool. Nevertheless, it is evident from table 4.22 that in all of the main privateering regions only a small number of goods accounted for most of the total value of prize cargoes: the seven goods listed in table 4.22 accounted for 70% of the total value for the south east, 87% of the total for the south, and 83% and 84% of the totals for London and the south west. There were, however, some interesting regional differences in the relative importance of the leading commodities; especially, on the one hand, between London and the south west, and on the other, the south and south east.

In London and the south west, as with the overall pattern, it is clear that sugar was the most valuable prize commodity, accounting for 54% and 70% of the total value respectively. Other goods were of much less importance: at London the second most valuable commodity was wool, which accounted for 14% of the total value; in the south west it was wine, which accounted for only 5% of the total. By comparison, in the south and south east sugar was of much less importance, accounting for only 29% and 19% of the total value respectively. Here, other goods such as wines, salt or textiles were of almost equal importance: in the south east, textiles and wines accounted for another 18% and 16%

of the total; in the south, wines and salt accounted for another 28% and 23%. Figure 4.16 illustrates these regional variations more clearly.

Such regional variations in the distribution of prize goods are indicative of differences in the type of prizes taken. Most of the prize cargoes for the south east and south evidently consisted of commodities such as textiles, salt, wines and a wide variety of other goods, of lesser value such as fish, metals, deal boards and grains. These goods formed the typical cargoes of French, and occasionally neutral vessels, which were captured in large numbers in the English Channel or off the western coast of France during these years. While these goods also formed the greater proportion of prize cargoes for London and the south west, it is clear that a large number of prizes laden with valuable quantities of sugars, especially Portuguese Brazilmen, were also taken by privateers operating from these regions. The differences, especially in the regional distribution of the value of sugar, are of such a scale as to almost confirm those regional variations in the privateering effort analysed above; with vessels from the south east and south mainly engaging in short-distance privateering in the English Channel and along the coasts of France, leaving the long-distance hunting grounds in the Caribbean and Atlantic mainly to vessels from London and the south west.

Details of the annual fluctuations in the value of the leading commodities for London, the south, south east and south west are shown in table 4.23. It is clear, however, that many of these goods were taken so irregularly during these years, especially in the south east and south, that it would be rather misleading to consider too carefully

the fluctuations in their value. Indeed, neither wool nor tobacco figure in the list of goods for the south east and south respectively; while sugar figures in the list for the south east only in 1629 and 1630, and for the south only in 1628 and 1629.

Where data exist for the value of a commodity for most of the war years it shows, essentially, that there were few regional variations to the overall pattern as illustrated in figure 4.15. In the regions, the value of most of the leading commodities tended to reach a peak during the central years of the war, from 1627 to 1629, which was then followed by a rapid decline in 1630. The only significant exception to this pattern was the value of sugar for the south west, which declined only slightly from £55,511 in 1629 to £52,300 in 1630.

It is much more difficult to provide a meaningful analysis of the distribution of the leading prize goods between the ports. At the local level a wider range of valuable commodities were taken, and much more irregularly: at Exeter, for example, a single cargo of alum, appraised at £1,235 in 1629, was greater in value than the combined total for wines, hides and dyewoods.

Nevertheless, it is evident from table 4.24 that in all the leading privateering ports only a small number of goods accounted for a majority of the total value of prize cargoes. Sugar remained the most valuable prize commodity and, with the exception of Dover and Southampton, accounted for at least 50% of the total value of prize goods in the ports: for Bristol and Weymouth, as table 4.24 demonstrates, the figure was much higher. Wine was the only other leading commodity



to figure prominently in the list of prize goods for the ports, with the exception of Exeter where it accounted for £420 or approximately 1% of the total value. The value of the other leading commodities such as wool, hides or textiles varied much more from port to port, as table 4.24 shows.

A wide range of commodities were taken as prize during these years, including a large number of miscellaneous goods such as padlocks, combs, candlesticks and axes.<sup>46</sup> Only a small number of these commodities accounted for most of the total value of prize cargoes. Sugar, although accounting for only a small proportion of the total number of prize cargoes, was of predominant importance; some of the other leading commodities, especially wines, salt and textiles, accounted for a greater proportion of the total number of prize cargoes, but were of much less value. While it is clear from table 4.23 that the south west and London accounted for the overwhelming majority of the value of the leading prize goods, the pattern was similar in the south and south east, and in all the leading privateering ports. There were some differences, however, in the relative distribution of the leading prize commodities, especially between the south or south east, and London or the south west which were indicative of differences in the type of prizes taken by the regions.

#### 6. The nationality of prizes

Table 4.25 provides details of the country or port of origin of prizes taken during those years. While it is impossible to provide details of the origins of all prizes, the data in table 4.25

provide a rough guide to the overall pattern; there is no evidence to suggest that the pattern for the 227 prizes whose country or port of origin is not known, would be significantly different. Where it is difficult to be certain of the origins of a prize, especially over the distinction between Spanish and Portuguese vessels which was sometimes confused, two separate totals have been calculated. This only concerns a small number of prizes, however, and does not seriously affect the data in table 4.25 or the conclusions derived from it.

It is clear that the vast majority of prizes taken during these years, whose nationality is known, were of French origin. As table 4.25 indicates, more than 300 French prizes were taken, accounting for 61% or 62% of the total of those whose country of origin is known. By contrast, the combined total of Spanish and Portuguese prizes was 112, or only 21% to 22% of the total; the inclusion of Flemish vessels brings the total up to 118 or 119. Indeed, the number of prizes taken from the United Provinces, England's ally in the war with Spain, was almost equal to the number of Spanish prizes. The number of prizes taken from friendly or neutral states and ports, including the United Provinces, Hamburg, Lübeck, Venice, Denmark and others, amounted to 78, approximately 15% of the total. Figure 4.17 illustrates this pattern more clearly.

These differences partly reflect the difficulties English privateers faced in taking Spanish or Portuguese prizes, especially those richly-laden vessels returning from the Indies. Privateering was a hazardous business; for adventurers who were engaged in long-distance privateering, in search of rich Iberian prizes, the risks

and possibility of failure increased considerably. By comparison, while the rewards of short-distance privateering in the English Channel or along the coast of France were of much less value, the risks were smaller: English privateers were able to seize and plunder French vessels, many of them small coasting craft, almost at will, in addition to preying on the shipping of Hamburg, Lübeck and the United Provinces, suspected of trading with Spain in prohibited goods.

Table 4.26, which provides details of the country or port of origin of prizes for the leading ports engaged in the privateering war during those years, indicates that French prizes accounted for at least 50% of the number of captures for London, Bristol, Plymouth, Weymouth, Dover, Southampton and Dartmouth. At Exeter 16 of the 34 prizes whose nationality is known, or 47% of the total, were of French origin. For some ports the figure was much higher: at Dover and Southampton prizes of French origin accounted for more than 70% of the total; at Dartmouth, approximately 67% of the total were French. Indeed, as table 4.26 demonstrates, among the total number of prizes for both Dover and Southampton, whose origins are known, only 5 or 6 were Spanish, and 1 or 2 Portuguese. Such variations in the distribution of French and other prizes between the leading privateering ports is a further indication of important local differences in the privateering effort. Thus, it seems likely that the ports of the south and south east, together with some of the south west ports such as Dartmouth or Plymouth, were mainly engaged in short-distance privateering, of which small French vessels, of low value, were the usual catch. The lack of Portuguese vessels, especially rich Brazilmen, among the prizes for these ports probably reflects their lack of serious involvement, or



interest, in long-distance privateering to hunting grounds in the Atlantic where such prizes could be taken. As table 4.26 shows, the capture of Portuguese vessels was mainly restricted to London, Bristol and Weymouth: together, these ports accounted for two thirds of the total number of Portuguese prizes taken during these years, whose nationality is known. While many privateers set out from London, Bristol or Weymouth were also engaged in short-distance privateering, it seems clear that a significant number must have ventured to more distant hunting grounds in the Atlantic or Caribbean.

Footnotes

- 1 H.C.A.4/1 - 4/3.
- 2 Marsden, Law and Custom, I, p.415.
- 3 And for the rest of this paragraph, ibid., p.411.
- 4 Many of these commissions are to be found among the Exemplifications, e.g. H.C.A. 14/44.
- 5 For copies of appraisements, see S.P. 16/72/40 I; 16/96/42 II; 16/103/85:IV; 16/132/48 I.
- 6 H.C.A. 4/3.
- 7 H.C.A. 24/81 - 24/88; the missing box is H.C.A. 24/83, and 24/87 was unfit for use.
- 8 For example, S.P. 16/70/46; 16/70/52 I, II, III; 16/110/60.I; 16/139/45 I, II.
- 9 H.C.A. 2/62; S.P. 12/237 ff.118-119.
- 10 The total value of such prizes has been estimated by multiplying the figure in the accounts by ten. In a small number of cases, where the totals for two separate prizes were given as one, the total has been divided by two to give a rough indication of the individual value of each. Again, where this has been done, it is noted in Appendix II.
- 11 Henceforth, the term prize refers to captured vessels, their cargoes, or part of their cargo, which were adjudged as lawful by the High Court of Admiralty.

- 12 F.G. Davenport (ed.), European Treaties bearing on the History of the United States and its Dependencies to 1648, 4 vols. (Washington, 1917-31), I, p.313.
- 13 H.M.C. Eleventh Report, Appendix, Part 1, p.119.
- 14 See above, pp. 151-157.
- 15 S.P. 16/36/96.
- 16 See above, pp. 199-202; on London's trade see, F.J. Fisher, London's Export Trade in the Early Seventeenth Century, The Economic History Review, 2nd.series, III (1950), pp.151-161. The outports are covered in a series of articles by W.B. Stephens, cited in the bibliography.
- 17 S.P. 16/177/12.
- 18 S.P. 16/56/94.
- 19 S.P. 16/65/10.
- 20 S.P. 16/64/19.
- 21 Appraisalment of St. George, 16 July 1628, H.C.A. 4/2.
- 22 H.C.A. 4/1.
- 23 H.C.A. 4/2.
- 24 J.A. Williamson (ed.), The Observations of Sir Richard Hawkins (London, 1933), pp.110-114; S.P. 16/90/77 I for a more contemporary definition.
- 25 S.P. 16/60/43.



- 26 S.P. 16/117/55.
- 27 H.C.A. 4/1.
- 28 H.C.A. 4/2.
- 29 S.P. 16/74/71.
- 30 G. Davies, The Early Stuarts 1603-1660 (Oxford, 1959), p.63; on the Elizabethan figures, see Andrews, Elizabethan Privateering, pp. 124-128.
- 31 S.P. 16/38/46.
- 32 Of the 39 Spanish prizes, 5 were probably Portuguese and have been included in the following figures relating to the average for such prizes.
- 33 C.R. Boxer, The Dutch in Brazil, 1624-1654 (Oxford, 1957), pp.28-31, 33; W.J. van Hoboken, The Dutch West India Company; The Political Background of its Rise and Decline, in J.S. Bromley and E.H. Kossmann (eds.), Britain and the Netherlands 1, (London, 1960), pp.51-2; Jonathan I. Israel, The Dutch Republic and the Hispanic World, 1606-1661 (Oxford, 1982), pp.197-204.
- 34 The ports of the south east and south were responsible for the capture of only 1 or 2 Portuguese prizes, of those whose nationality is known.
- 35 J. Latimer, The Annals of Bristol in the Seventeenth Century (Bristol, 1900), p.98; the most recent survey of Bristol enterprise during the early 17th century is Patrick McGrath's Bristol and America 1480-1631, In K.R. Andrews, N.P. Canny and P.E.H. Hair,

The Westward Enterprise: English Activities in Ireland, the Atlantic, and America 1480-1650 (Liverpool, 1978), pp.97-102.

- 36 Appraised 19 January 1629, H.C.A. 4/2.
- 37 J. Lynch, Spain and the Habsburgs, 2 vols. (2nd. edition, Oxford, 1981 ) II, p.170.
- 38 Appraised 21 September 1629, H.C.A. 4/2.
- 39 Unless otherwise indicated, these totals include estimates for prize vessels. Appraised 10 December 1627, H.C.A. 4/1; 18 August 1628, H.C.A. 4/2.
- 40 Appraised 14 October 1628, H.C.A. 4/2; 1 August 1627, H.C.A. 4/1.
- 41 Appraised 6 July 1629, H.C.A. 4/2; 17 July 1629, H.C.A. 4/2; 10 July 1626, H.C.A. 4/1.
- 42 S.P. 16/110/60.
- 43 S.P.16/72/40.
- 44 Appraised 22 July 1628, H.C.A. 4/2; 1 May 1629, H.C.A. 4/2; 19 August 1629, H.C.A. 4/2.
- 45 The Eagle of Bristol captured a very rich Portuguese prize in the closing months of the war, S.P. 16/177/12. The adventurers, William Willett reported, were fearful that it might be restored because it was taken so near to the peace.
- 46 See, for example, the very miscellaneous cargo of the St. Andrew, S.P. 16/34/7. II.

## CONCLUSION

The outbreak of the Anglo-Spanish war during 1625, followed by the deterioration in Anglo-French relations during 1626, which led to the outbreak of war in April 1627, saw a resurgence of English privateering on a massive scale, similar in extent to the Elizabethan privateering war with Spain from 1585 to 1603. Indeed, there were many similarities between the two privateering wars: in their organisation and regulation, the geographical distribution of the privateering effort, and in the nature of the prizes which were captured.

As during the Elizabethan conflict with Spain, the privateering effort from 1625 to 1630 was centred upon London and the ports of the south west, from Poole round to Bristol. Some of these ports, especially Bristol, played a much greater role in the privateering war of the 1620s than during the earlier conflict. Vessels sailing on reprisal from London and Bristol, and to a lesser extent Weymouth,<sup>1</sup> were also more seriously involved in long-distance privateering into the Atlantic and Caribbean than vessels set out from most of the other ports, which probably confined most of their activities to the Channel and its approaches.

As the war progressed, the vast expansion in the number of vessels sailing on voyages of plunder which occurred during 1627 raised serious questions concerning the ability of the High Court of Admiralty to regulate and control the activities of privateers. English attacks on the vessels of neutral or friendly states provoked angry complaints from the United Provinces, Hamburg, Lübeck, Venice



and France, after the peace of 1629. The inability of the court to prevent such attacks recurring made matters worse, and increasingly the Privy Council was forced to intervene in prize disputes to assist the court in the execution of justice. Strict enforcement of the regulations governing the behaviour of privateers, however, was always tempered by the exigencies of war time. Although the government amended its policy on contraband, partly in response to pressure from neutral and friendly states, English privateers continued to attack and plunder the vessels of such states right up to the end of the war without suffering undue punishment.

The prizes captured by English privateers, and which were later adjudged as lawful, varied considerably. The great majority of prizes, many of which were of French origin, were of small value: many were small fishing vessels, others were small coasting craft laden with a wide variety of goods such as cloth, wines, salt or provisions. All the leading ports engaged in the privateering war participated in this widespread plunder of French shipping. The capture of the richer Portuguese and Spanish prizes, laden with valuable cargoes of sugars, hides, tobacco or Brazilwood, was mainly restricted to London, Bristol and Weymouth. While the evidence does not survive for any serious estimate to be made of the profitability of privateering during these years, if any fortunes were made out of the maritime war, it is thus very likely that the merchants of these three ports were the main beneficiaries. It was in these ports, moreover, where some groups of adventurers were most consistently engaged in setting out vessels on reprisal, suggesting that some promoters were able to reap some reward from what was essentially a business in which the risks, and possibility of failure, were high.

Footnotes

- 1 . S.P. 16/120/68 provides an example of the capture of a Brazilman by a Weymouth privateer bound for St. Kitts.

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THE UNIVERSITY OF HULL

English Privateering during the Spanish  
and French Wars, 1625-1630

being a Thesis submitted for the Degree of

Doctor of Philosophy

in the University of Hull

by

John Christopher Appleby, B.A.

August, 1983.



## APPENDIX I:

## VESSELS SET OUT WITH LETTERS OF MARQUE

FROM 1625 TO 1630

The following list is based upon the collation of bonds (H.C.A. 25/4 - 25/8), with the warrants authorising the issue of letters of marque (S.P. 16/115; 16/130; C.S.P.D. 1628-29, pp.285-309 and C.S.P.D. 1629-31, pp.467-471).

Where more than one set of bonds survive for a voyage, the date used is that of the earliest. The abbreviation m indicates the number of murderers carried by a vessel, when this distinction is made by the registers.

The following information is listed in this Appendix, from left to right: the date of bonds and warrants; the names of the captain or master, and the promoters of the venture; the tonnage of the vessel; the number of ordnance and men; the length of time for which the vessel was victualled; the amount of losses claimed by the promoters; and some indication of whether letters of marque were issued against Spain, France, or both countries.

App. I : Newcastle

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £.	S/F
<u>I. EAST COAST:</u>									
<u>Newcastle</u>									
1) <u>Alexander</u>									
21.4.26	20.4.26	William Gibbons	Alexander Davison, William Hall, Thomas Chapman, William Gibbons and others.	240	6	30	3	5,000	S
2) <u>Amity</u>									
-	22.1.27	Richard Fell	Richard Fell	300	-	-	-	-	S
3) <u>Lamb</u>									
20.8.28	14.8.28	William Cooke	William Cooke and others	120	10	40	6	5,000	S/F
4) <u>Neger</u>									
10.7.27	6.7.27	Oswald Nixon	Oswald Nixon and others	200	12	40	12	2,000	S
5) <u>Revenge</u>									
-	2.10.26	Ralph Butler	John Butler	200	-	-	-	-	S
6) <u>Samuel</u>									
14.9.27	28.5.27	John Preen, (or Prynne)	John Preen and others	240/ 180	12	35	6	-	S/F

App. I : Hull

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>Hull</u>									
1) <u>Adventure</u>									
26.10.27	16.10.27	Pinnace to <u>Hopewell.</u>	William Pecke Jewell Gaskin, William Pecke and others	50	-	-	-	8,000	S/F
2) <u>Alathia</u>									
15.12.27	11.12.27	William Crewe	Thomas Swann and others	300	18	40	6	5,000	S/F
3) <u>Defence</u>									
15.12.27	11.12.27	John Crewe	John Crewe and others	160	10	26	6	10,000	S/F
4) <u>Hopewell</u>									
26.10.27	16.10.27	With pinnace. Jewell Gaskin	Jewell Gaskin, William Pecke and others	200	-	-	-	8,000	S/F
5) <u>Patience</u>									
14.2.28	12.2.28	James Lupton	James Lupton and others	300	18	80	6	10,000	S
6) <u>Truelove</u>									
13.10.26	2.10.26	Robert Drew	Robert Lowther and others	240	16	40	6	-	S



App. I: Saltfleethaven, King's Lynn

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>Saltfleethaven</u>									
1) <u>Expedition</u>									
9.7.27	9.6.27	William Birch	Earl of Lindsey	40	6	40	3	-	S/F
25.2.28	1.2.28	Pinnace to <u>Content of London.</u>	Earl of Lindsey	40	- see ship	-	8	-	S/F
<u>King's Lynn</u>									
1) <u>Desire</u>									
21.5.29	23.4.29	With pinnace.	Edward Arkworth and others	150	14	70*	6	5,000	S
2) <u>Edward and Thomas</u>									
21.5.29	23.4.29	Pinnace to <u>Desire.</u>	Edward Arkworth and others	40	- see ship	-	6	5,000	S
3) <u>Violet</u>									
20.3.27	7.3.27	Theophilus Wright	Theophilus Wright and others	120	14	80	6	-	S

\*In ship and pinnace (men and usually ordnance).

App. I : King's Lynn contd., Cley, Great Yarmouth, Aldeburgh

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
3) <u>Violet</u> (cont'd)									
	3.5.27	1.5.27	Theophilus Wright	120	14	80	6	-	F
<u>Cley</u>									
1) <u>Alice Bonadventure</u>									
	11.7.27	22.5.27	Roger Daynes	100	10	55	8	-	S/F
<u>Great Yarmouth</u>									
1) <u>Mayflower</u>									
	-	23.7.26	Walter Bullard	250	16	30	12	-	S
	31.10.27	24.10.27	Walter Bullard	240	16	36	8	5,000	S/F
2) <u>Mayflower</u>									
	-	9.3.30	Edward Hoppwood	200	14	30	12	10,000	S
			Trace and others						
<u>Aldeburgh</u>									
1) <u>Rainbow</u>									
	-	31.10.25	Thomas Johnson	160	-	-	-	-	S

App. I: Leigh, Ipswich

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>Leigh</u>									
1) <u>Pelican</u>									
4.6.27	29.5.27	Anthony Kindlemarsh	Anthony Kindlemarsh and others	40	4	40	4	10,000	F
1.8.27	30.6.27	Anthony Kindlemarsh	Anthony Kindlemarsh and others	40	4	40	4	10,000	S
2) <u>St. John</u>									
-	4.6.27	Patrick Downy	John Johnson	200	-	-	-	-	S/F
<u>Ipswich</u>									
1) <u>Ambrose</u>									
10.3.30	4.3.30	John Lowe	John Lowe and others	200	16	50	12	10,000	S
2) <u>Employment</u>									
1.4.29	28.3.29	William Croforde	William Croforde and others	350	24	40	4	1,000	S
1.3.30	26.2.30	William Croforde	William Croforde and others	350/ 250	24	50	6	10,000	S



App. I : Ipswich contd., London

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>3) Gift of God</u>									
1.6.30	1.6.30	Thomas Gastlin	Thomas Gastlin and others	200	16	30	1	10,000	S
<u>4) Heart's Desire</u>									
16.8.26	12.8.26	Phineas Reasbrooke	Phineas Reasbrooke	140	16	50	8	-	S
3.5.27	1.5.27	Phineas Reasbrooke	Phineas Reasbrooke	140	11	40	2	-	F
<u>5) Heart's Desire</u>									
24.5.28	22.5.28	Samuel Day	Samuel Day and others	140	14	70	7	5,000	S/F
<u>6) Margaret</u>									
10.7.27	6.7.27	Barnaby Croforde	Barnaby Croforde and others	200	8	40	12	1,000	S
<u>II. LONDON:</u>									
<u>1) Abia.</u>									
19.10.26	14.10.26	John Bennett	Sidrach Williams and others	260	14	40	6	-	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
2) <u>Abigail</u>									
20.12.27	17.12.27	With pinnace.	David Kirke	300	36	140	6	10,000	S/F
			Jarvis Kirke, William Barclay and others						
16.3.29	13.3.29	With pinnace.	David Kirke	300	30	110	8	10,000	S/F
			David Kirke and others						
3) <u>Adeventure</u>									
9.6.27	16.6.27		John Thornbush	200	20	40	12	10,000	S/F
11.9.28	28.9.28		John Thornbush	200	15	50	7	10,000	S/F
			John Thornbush and others						
4) <u>Alathia</u>									
27.7.26	25.7.26		John Hall	260	20	80	7	-	S
5) <u>Alexander</u>									
23.8.27	23.8.27		John Lester	120	10	20	8	20,000	S/F
			John Ballowe and Thomas Chewe						
6) <u>Amazon</u>									
7.3.29	3.3.29		Francis Nevill	90	10	30	12	5,000	S/F
27.4.29	21.3.29	With pinnace.	Francis Nevill	90	16	120	12	10,000	S/F
			Francis Nevill and others						

App. I : London

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
7) <u>Amity</u>									
22.7.26	21.7.26	Thomas Hughes	John Ballowe and George Griffith	110	10	20	9	-	S
26.4.28	8.4.28	Thomas Hughes	Thomas Hughes and others	120	8	40	8	10,000	S/F
15.4.29	14.4.29	Thomas Hughes	Thomas Hughes and others	120	10	26	8	6,000	S
8) <u>Angel</u>									
4.7.27	6.6.27	Richard White	Thomas Pearse and Thomas Oakes	120/ 100	9	30	6	20,000	F
9) <u>Anne</u>									
15.4.26	5.4.26	Thomas Lamberton	John Dyke, Thomas Ferrars, John Webber and others	190	14	30	9	5,000	S
27.2.27	24.2.27	Thomas Lamberton	Thomas Lamberton	130	14	28	7	-	S
10) <u>Anne</u>									
17.7.27	12.7.27	Richard Love	Sidrach Williams	130/ 120	12	20	12	-	S/F
11) <u>Anne</u>									
7.4.28	22.3.28	John Gibbons	George Rookes and Francis Blizard	120	14	32	10	10,000	S/F
25.5.30	11.5.30	John Gibbons	John Gibbons and others	100	14	30	6	10,000	S



App. I: London

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
12) <u>Anne</u>									
6.9.30	30.8.30		Robert Dennys William Giles and others	120	8	20	5	-	S
13) <u>Anne</u>									
-	11.9.29		Henry Lewen Humphrey Slaney and others	300	-	-	-	-	S
14) <u>Anne</u>									
18.5.26	29.4.26		William Thompson Humphrey Slaney and others	60	-	-	-	-	S
15) <u>Anne</u>									
8.11.26	30.10.26		Richard Waire Richard Quayle and others	60	-	-	6	-	S
			Pinnace to <u>St. Mary,</u> a prize ship.						
-	1.5.27		Richard Waire Richard Quayle and others	60	-	-	6	-	F
			Pinnace to <u>St. Mary,</u> a prize ship.						
16) <u>Anne</u>									
4.7.27	3.7.27		Thomas Stone Thomas Stone and others	70	4	30	6	4,000	F
17) <u>Anne</u>									
18.9.28	28.9.28		Robert Molt and others	50	-	-	-	-	S/F
			Pinnace to <u>Peter.</u>						

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
18) <u>Anne</u>									
18.11.28	1.11.28	Pinnace to <u>Lion.</u>	Robert Nethersall and others	80	- see ship	-	12	6,000	S/F
19) <u>Anne</u>									
15.1.29	13.1.29	Pinnace to <u>Benediction.</u>	William Willes and others	70	- see ship	-	8	5,000	S/F
20) <u>Anne</u>									
-	3.12.29	Pinnace to <u>Scipio.</u>	Humphrey Slaney, William Cloberry, Nicholas Crispe	60	-	-	-	-	S
21) <u>Antelope</u>									
19.7.26	13.7.26		Robert and Thomas Stanton	40	4	40	4	10,000	S
22) <u>Arabella</u>									
-	24.6.30	With pinnace.	Peter Milborne and others	400	-	-	-	-	S
23) <u>Archangel Michael</u>									
28.6.28	17.6.28	With pinnace.	Tristram Stevens Earl of Carlisle and others	250	22	80*	6	10,000	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F	
<u>24) Assurance</u>										
	4.11.26	28.10.26	Bence Johnson	Richard Slaney and others	300	24	50	10	-	S
	22.10.27	16.10.27	Bence Johnson	Richard Slaney and others	300	24	50	10	-	S/F
<u>25) Assurance</u>										
	26.5.27	20.5.27	John Hide	Ralph Freeman and others	240/ 250	20	40	5	5,000	S/F
<u>26) Augustine</u>										
	9.8.28	6.8.28	John Fairborne	William Langhorne and others	180	10	28	8	7,000	S/F
<u>27) Bark Warwick</u>										
	20.9.26	18.8.26	Richard Beaumont	Earl of Warwick or Richard Hooper	40/ 50	6	40	6	-	S
	22.5.27	3.5.27	Pinnace to <u>Hector.</u>	Earl of Warwick	60	-	-	-	-	F
<u>28) Barbara Constance</u>										
	11.5.26	4.5.26	Richard Cooper	William Garroway, Arthur Sheires and others	350	20	50	12	10,000	S
	6.10.27	4.10.27	Richard Cooper	William Garroway and others	250	20	40	10	10,000	S/F



BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
29)	<u>Benediction</u>								
20.8.26	12.7.26 -	Tristram Stevens	John Webber	300	22	46	9	-	S
30)	<u>Benediction</u>								
15.1.29	13.1.29	With pinnace. William Willes	William Willes and others	300	20	100*	8	5,000	S/F
31)	<u>Benediction</u>								
31.7.30	24.7.30	Peter Grollier	Peter Grollier and others	90	4	25	7	5,000	S
32)	<u>Benjamin and John</u>								
6.9.26	28.8.26	Robert Browne	Peter Richaut and others	200	14	30	12	-	S
33)	<u>Black Bess</u>								
8.6.27	4.6.27	John Ray	John Ray	20	3	25	6	5,000	S/F
34)	<u>Black Dog</u>								
17.1.27	18.12.26	John Parkhurst	John Parkhurst and others	300	16	40	8	-	S
35)	<u>Black George</u>								
15.2.30	16.6.29	Ninian Barclay	Ninian Barclay and others	300	20	50	8	10,000	S

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BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
36)	<u>Black George</u>								
-	18.11.30	Thomas Randall	Thomas Randall and others	300	20	40	8	10,000	S
37)	<u>Blessing</u>								
20.6.26	17.6.26	John Morris	John Morris	200	16	30	12	5,000	S
14.2.27	9.2.27	John Morris	Sidrach Williams and others	220	16	32	12	-	S
18.3.28	15.3.28	John Morris	George Henley, John Morris and others	200	16	40	7	10,000	S/F
13.3.29	13.3.29	John Rayment	John Morris and others	200	10	60	6	6,000	S/F
38)	<u>Bride</u>								
19.11.25	21.11.25	With pinnacle. Samuel Crampton	John Davis	150	15	40	10	6,000	S
39)	<u>Bride</u>								
24.2.27	20.2.27	Tristram Wise	Robert Tokeley and Nicholas Jacobson	200	14	50	6	-	S
14.1.28	19.1.28	Tristra Wise	Robert Tokeley and others	200	14	30	6	10,000	F
40)	<u>Bride</u>								
19.1.29	17.1.29	Elias Jourden	George Rookes, Robert Grove and others	300	14	30	7	5,000	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>41) Cardinal</u>									
-	25.5.30	Heinrick Petersen	Heinrick Petersen and others	50	-	-	-	-	S
<u>42) Carlisle</u>									
26.4.28	21.4.28	John Dunton	John Dunton and others	140/ 150	18	60	12	5,000	S/F
<u>43) Carlisle</u>									
21.5.29	18.5.29	Henry Hawley	Henry Hawley and others	300	22	40	12	10,000	S
<u>44) Centaur</u>									
1.6.27	26.5.27	William Shave	Clement Harby and John Geere	140	10	24	10	-	S/F
<u>45) Charity</u>									
13.4.26	5.4.26	John Craven	John Dyke, Thomas Ferrars, John Craven and others	200	17	40	7	5,000	S
4.6.27	22.5.27	John Craven	John Dyke and others	200	18	40	7	6,000	S/F
27.1.29	17.1.29	John Craven	John Dyke and others	200	18	45	8	5,000	S/F
<u>46) Charity</u>									
20.12.27	17.12.27	-	Jarvis Kirke, William Barclay and others	200	18	70	6	10,000	S/F



BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>47) Charity</u>									
2.6.30	4.5.30	Richard Lowe	George Shepherd and others	160	12	30	6	10,000	S
<u>48) Charles</u>									
3.2.26	13.1.26	James Duppa	James Duppa	300	24	130	8	10,000	S
<u>49) Charles</u>									
16.3.29	14.3.29	John Weddell	Sir Maurice Abbott and the East India Company	800/ 700	36	170	12	10,000	S/F
<u>50) Charles</u>									
-	20.8.30	Luke Fox	Luke Fox and others	150	-	-	-	-	S
<u>51) Clement and Job</u>									
13.1.26	3.1.26	Richard Cranley	Clement Harby, Sidrach Williams and others	300	23	50	12	5,000	S
9.6.27	29.5.27	Richard Cranley	Clement Harby, Sidrach Williams and others	300	23	50	10	10,000	S/F
16.4.29	13.3.29	Richard Cranley	Richard Cranley and others	300	20	50	8	10,000	S/F
<u>52) Clement and Job</u>									
13.5.30	8.5.30	John Gargadnoll	John Gargadnoll and others	250	18	40	8	10,000	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>53) Consul</u>									
11.7.27	30.6.27	William Harker	William Harker and others	180	14	60	12	10,000	S/F
<u>54) Content</u>									
25.2.28	1.2.28	With pinnace. William Birch	Earl of Lindsey and others	120	18	100*	8	-	S/F
<u>55) Crispino</u>									
-	11.11.30	With pinnace. John Blake	John Blake and others	500	-	-	-	-	S
<u>56) DeLight</u>									
-	28.8.26	William Stephens	Edward Beale	370	-	-	-	-	S
9.2.27	10.2.27	William Stephens	William Stephens	370	28	70	12	-	S
-	2.5.27	William Stephens	William Stephens	300	-	-	-	-	F
<u>57) DeLight</u>									
-	3.6.28	Thomas White	Ralph Freeman and Clement Harby	350	-	-	-	-	S/F
<u>58) Diligence</u>									
14.1.26	13.1.26	William Wild	Clement Harby, Thomas Symonds, John Fowke	150	14	28	12	4,000	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
59) <u>Discovery</u>									
17.3.29	14.3.29	John Bickley	Sir Maurice Abbott and others	500	28	150	12	10,000	S/F
60) <u>Doncaster</u>									
-	22.9.29	Francis Johnson	William Perkin and others	200	-	-	-	-	S
25.6.30	15.6.30	Francis Johnson	Eustace Man and others	200	16	40	8	5,000	S
61) <u>Dragon</u>									
13.2.27	1.8.26	William Bushell	William Bushell	400	31	80	8	-	S
62) <u>Dragon</u>									
-	22.4.29	John Wilde	John Wilde and others	400	-	-	-	-	S
63) <u>Eagle</u>									
-	3.1.26	William Eales	Ralph Freeman	340	-	-	-	-	S
64) <u>Eagle</u>									
24.12.27	13.12.27	- Milborne	Sir Kenelm Digby	400	30	200	8	10,000	S/F
65) <u>Edward</u>									
30.7.28	19.7.28	Pinnacle to <u>Reformation.</u>	Sir Maurice Abbott and the East India Co.	80	-	- see ship -	12	20,000	S/F



BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
66) <u>Edward</u>									
-	7.5.27	Edward Bennett	Edward Bennett	100	-	-	-	-	S/F
67) <u>Elephant</u>									
24.9.27	20.9.27	Samuel Jenkins	Humphrey Slaney	20	1	30	4	10,000	S/F
68) <u>Elizabeth</u>									
4.6.27	29.5.27	John Man	John Man and others	70/ 80	10	40	12	5,000	F
69) <u>Elizabeth</u>									
26.4.28	21.4.28	Thomas Punt	John Dunton and others	60	6	20	12	5,000	S/F
70) <u>Elizabeth</u>									
21.5.29	-	Pinnace to <u>Carlisle.</u>	Henry Hawley and others	60	-	-	12	10,000	S
71) <u>Elizabeth</u>									
22.8.29	21.7.29	Leonard Bushell	William French and others	80	9	25	6	10,000	S
72) <u>Elizabeth and Edmond</u>									
9.1.28	8.12.27	John Rochester	John Rochester and others	100	9	32	8	5,000	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>73) Elizabeth and Magdalen</u>									
20.12.27	17.12.27	Pinnace to <u>Abigail.</u>	John Marten Jarvis Kirke, William Barclay and others	80/ 60	-	-	6	10,000	S/F
<u>74) Elizabeth and Margaret</u>									
18.9.28	14.6.28		William Jenkins William Jenkins and others	300	-	-	-	-	S/F
<u>75) Ellen</u>									
22.5.27	21.5.27		Daniel Gates Daniel Gates and others	200	14	60	12	10,000	S
<u>76) Endeavour</u>									
18.9.27	28.8.27		Hugh Bullock John Prynne	100	4	20	6	-	S/F
<u>77) Endeavour,</u>									
11.3.30	9.3.30		Thomas Irish Thomas Irish and others	50	4	20	8	5,000	S
<u>78) Exchange</u>									
28.9.26	29.9.26		Christopher Austen Henry Leigh and others	140	10	20	6	-	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>79) Exchange</u>									
29.3.27	20.3.27	John Blake	Humphrey Slaney and others	200	18	40	3	-	S
8.9.27	23.8.27	John Blake	Humphrey Slaney	200	18	40	6	10,000	F
16.10.28	28.9.28	With pinnace.	Humphrey Slaney and others	200	-	-	-	10,000	S/F
<u>80) Exchange</u>									
30.10.29	4.9.29	William Smyth	James Duppa and others	140	10	30	8	10,000	S
<u>81) Exchange</u>									
17.11.30	10.10.30	Gabriel Puckle	Gabriel Puckle and others	130	10	40	10	10,000	S
<u>82) Faith</u>									
15.2.28	-	Robert Watson	Robert Watson and others	250	18/ 20	60	12	10,000	S/F
<u>83) Faith</u>									
18.2.28	16.2.28	William Eppes	William Eppes and others	250	18	60	12	10,000	S/F
<u>84) Falcon</u>									
-	23.7.30	With pinnace.	Henry Beale and others	240	-	-	-	-	S



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BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
85) <u>Fern</u>									
-	11.6.27	Pinnace to <u>James Prince Victory.</u>	Robert Ferme and others	50	4	15	12	5,000	S/F
1.7.28	-	Pinnace to <u>James Prince Victory.</u>	Robert Ferme and others	50	-	-	12	5,000	F
86) <u>Fly</u>									
13.4.29	21.3.29	Pinnace to <u>Samuel Clarke London.</u>	John Stevens, John Marshall and others	20	-	-	8	10,000	S/F
16.3.30	8.3.30	Pinnace to <u>London.</u>	John Stevens and others	20	- see ship -	-	8	10,000	S
87) <u>Good Fortune</u>									
18.9.26	28.7.26	Arthur Guy	Arthur Guy and others	100	10	65	15	-	S
29.5.28	28.4.28	With pinnace. Arthur Guy	Arthur Guy and others	120	22	120*	12	10,000	S/F
88) <u>Fortune</u>									
2.8.28	17.6.28	Pinnace to <u>London.</u>	John Stevens, John Marshall and others	50	-	-	6	10,000	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F	
<u>89) Friendship</u>										
	22.5.27	9.2.27	Squire Bence	Alexander and Squire Bence	300	22	50	12	7,000	S/F
	10.3.28	25.2.28	Squire Bence	Richard Slaney and Squire Bence	300	22	70	12	10,000	S/F
<u>90) Friendship</u>										
	15.9.29	7.7.29	John Preene	John Preene and others	300	20	50	5	10,000	S
<u>91) George</u>										
	-	30.1.27	Pinnace to <u>Patience.</u>	Marmaduke Royden and others	80	-	-	8	10,000	S/F
<u>92) George</u>										
	15.2.27	8.2.27	Richard Ofield	Richard Ofield and others	100	-	-	-	-	S
<u>93) George</u>										
	19.9.27	6.9.27	With pinnace.	Robert Ensoms	120	12	30	6	10,000	S/F
	28.1.29	28.9.28	With pinnace.	Robert Ensoms Grove and others	100/ 160	14	60*	6	10,000	S/F
<u>94) George</u>										
	16.3.29	13.3.29	With pinnace.	Thomas Kirke and others	200	28	90	8	10,000	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
95) <u>George</u>									
29.11.26	28.10.26	Pinnacle to <u>St. Anne.</u>	Thomas Tayler George Digby and the Guinea Company	40	3	-	12	-	S
-	31.5.27	Pinnacle to <u>St. Anne.</u>	Sir Thomas Button and the Guinea Company	40	-	-	12	-	F
96) <u>George</u>									
3.4.27	16.2.27	Pinnacle to <u>Speedwell.</u>	William Hawkeridge	-	4	20	10	-	S
97) <u>George Bonadventure</u>									
16.5.26	12.5.26		Roger Tweedy George Strowde, Abraham Reynerson and others	230	18	36	11	5,000	S
14.11.27	5.11.27		Roger Tweedy Roger Tweedy and others	250	20	36	10	10,000	S/F
-	6.4.29		Roger Tweedy George Strowde and others	240	-	-	-	-	S/F
98) <u>George and Elizabeth</u>									
29.7.26	28.7.26		John Ellis John Ellis and others	200	16	40	12	-	S
23.5.27	16.5.27		John Ellis John Ellis and others	200	14	60	-	10,000	S/F



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BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
99)	<u>George and Elizabeth</u>								
24.12.27	13.12.27		Sir Edward Stradling Sir Kenelm Digby	250	20	100	8	10,000	S/F
100)	<u>George and Elizabeth</u>								
22.5.29	12.5.29		George Shepherd George Shepherd and others	140	16	36	6	5,000	S
101)	<u>Gift</u>								
28.4.28	12.4.28	Pinnace to <u>Souch.</u>	John Marshall and others	50	-	-	12	10,000	S/F
102)	<u>Gift</u>								
12.11.27	10.4.27	With pinnace.	Samuel Crampton Samuel Crampton and others	200	18	100	12	10,000	S/F
12.1.29	20.11.28	With pinnace.	Samuel Crampton Samuel Crampton and others	200	24/ 18	100*	12	5,000	S/F
103)	<u>Gift of God</u>								
9.3.26	26.1.26		Thomas Warner Ralph Merifield	40	7	15	12	3,000	S
104)	<u>Gift of God</u>								
19.9.26	30.8.26		John Wood Humphrey Slaney and others	200	18	40	10	-	S
105)	<u>Gift of God</u>								
14.3.27	19.1.27		Robert Marberry William Leechland and others	80	7	50	12	-	S
18.5.27	1.5.27		Robert Marberry Robert Marberry and others	100	7	50	12	5,000	F



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BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
106)	<u>Golden Cock</u>								
4.8.27	11.7.27	John Barker	Matthew Craddocke, John Fowke, John Barker and others	200	18	50	6	10,000	S/F
107)	<u>Golden Falcon</u>								
3.5.28	3.3.28	With pinnace. William Hawkeridge	William Hawkeridge	150	14	80*	8	10,000	S/F
108)	<u>Golden Falcon</u>								
-	27.4.30	Arthur Cooper	Lord Charles Poulett	90	-	-	-	-	S
109)	<u>Golden Star</u>								
-	6.11.27	Thomas Smyth	Christopher Berry	120	-	-	-	-	S/F
110)	<u>Good Hope</u>								
11.6.28	5.6.28	George May	Rowland Wilson and others	80	8	40	6	5,000	S/F
13.4.29	6.4.29	George May	Rowland Wilson and others	80	8	40	6	10,000	S/F
111)	<u>Goshawk</u>								
12.5.27	1.5.27	With pinnace. William Hawkeridge	William Hawkeridge	150	10	50	10	10,000	F
112)	<u>Grace</u>								
3.5.27	19.4.27	John Bennett	George Rookes and others	130	10	30	10	-	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
113)	<u>Great Sea Horse</u>								
-	26.3.30	Richard Quayle	Richard Quayle and others	100	-	-	-	-	S
114)	<u>Heart</u>								
12.9.27	28.8.27	Pinnacle to <u>Lion.</u>	Humphrey Slaney	25	-	-	10	-	S/F
115)	<u>Hector</u>								
24.5.28	22.5.28	William Wilde	Ralph Freeman and others	400	21	60	8	10,000	S/F
116)	<u>Hercules</u>								
25.7.27	10.7.27	John Barden	John Barden and others	300	24	40	12	10,000	S/F
-	6.6.28	John Barden	John Barden and others	300	-	-	-	-	S/F
117)	<u>Hercules</u>								
2.11.27	24.10.27	William Knight	William Knight and others	400	28	70	12	10,000	S/F
118)	<u>Hope</u>								
22.3.27	20.3.27	Thomas Leveson	Thomas Leveson	100	6	60	6	-	S



BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
119)	<u>Hope</u>								
3.7.27	20.6.27	Richard Stevens	Richard Stevens and others	120/ 170	10	30	12	5,000	S/F
120)	<u>Hopewell</u>								
23.5.26	12.5.26	Richard Russell	Richard Russell and others	100	10/4m	25	8	10,000	S
5.7.28	2.7.28	Richard Russell	Richard Russell and others	150	12	50	12	10,000	S/F
23.11.30	17.11.30	Richard Russell	Richard Russell and others	150	12	60	8	10,000	S
			With pinnacle.						
121)	<u>Hopewell</u>								
17.3.27	13.3.27	Henry Cleybourne	Henry Cleybourne	200	16	31	4	-	S
5.1.29	24.12.28	Henry Cleybourne	Henry Cleybourne and others	200	16	36	12	10,000	S
122)	<u>Hopewell</u>								
30.6.27	30.6.27	John Stevens	John Stevens, Humphrey Grosvenor and others	300	20	100	6	5,000	F
123)	<u>Hopewell</u>								
9.7.27	5.6.27	William Smith	Earl of Carlisle	200	12	35	12	10,000	S/F
124)	<u>Hopewell</u>								
31.7.27	17.7.27	John Munden	John Munden and others	150/ 120	10	30	8	5,000	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
125)	<u>Hopewell</u>								
17.11.28	9.11.28	With pinnace. Rowland Langram	Rowland Langram and John White	160	12	60	8	6,000	S/F
126)	<u>Hopewell</u>								
23.1.29	-		William Prinn and others	80	8	80	6	5,000	S/F
127)	<u>Hopewell</u>								
1.12.29	29.11.29		Robert Munday and others	100	8	30	6	5,000	S
128)	<u>Hopewell</u>								
27.2.30	11.2.30		John Sharrow and others	80	8	60	6	5,000	S
129)	<u>Hopewell</u>								
12.5.30	26.4.30		John Hall	200	16	50	10	10,000	S
130)	<u>Hopewell</u>								
12.11.30	8.11.30		James Baversham Edmund Beame and others	100	8	30	6	10,000	S
131)	<u>Hopewell</u>								
29.5.28	28.4.28	Pinnace to <u>Good Fortune.</u>	Arthur Guy and others	40	- see ship -	12	12	10,000	S/F

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BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
132)	<u>Increase</u>								
-	16.1.27	William Hill	John Slaney	120	-	-	-	-	S
133)	<u>Increase</u>								
9.3.27	19.2.27	Matthew Barrett	John Webber and others	150	-	-	-	-	S
1.6.27	8.5.27	Matthew Barrett	John Webber and others	150	12	40	7/8	-	F
134)	<u>Increase</u>								
14.8.29	13.8.29	William Margetts	William Margetts and others	90	-	-	-	-	S
135)	<u>Industry</u>								
16.3.30	-	Richard Haddock	Richard Haddock and others	300	26	50	9	10,000	S
136)	<u>Jacob</u>								
31.11.25	30.11.25	Paul White	William Drayton	60	10	-	6	2,000	S
137)	<u>Jacob</u>								
13.2.28	9.2.28	Jacob Cotanseau	Jacob Cotanseau	60/ 30	6	30	6	5,000	F
138)	<u>James</u>								
20.4.26	14.4.26	Tobias Fellgate	Tobias Fellgate, Edmund Barker and others	120	9	20	9	5,000	S



BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
138)	<u>James</u> (cont'd)								
24.7.27	26.7.27	Tobias Fellgate	Tobias Fellgate and others	140	10	20	12	5,000	S
139)	<u>James</u>								
-	10.2.26	William Ware	Alexander Moore	70	-	-	-	-	S
140)	<u>James</u>								
30.7.28	29.7.28	Thomas Babb	Thomas Babb and others	120	8	34	6	5,000	S/F
141)	<u>James</u>								
9.8.28	7.8.28	Pinnace to <u>Four Sisters.</u>	Roger Harman, James Gray and others	120	8	30	6	6,000	S/F
142)	<u>James</u>								
31.1.29	20.1.29	William Harman	James Duppa, William Harman and others	250	20	50	6	10,000	S/F
143)	<u>Jane</u>								
8.8.29	4.8.29	Henry Strafford	Earl of Montgomery	60	8	30	12	10,000	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
144)	<u>Jane</u>								
26.6.30	18.6.30	With pinnace.	Richard Andrews and others	200	22	60*	10	10,000	S
145)	<u>Jane Bonadventure</u>								
27.11.27	22.11.27		William Bundocke and others	200	18	60	12	5,000	S/F
30.3.29	30.3.29		William Bundocke and others	250	20	40	6	10,000	S/F
146)	<u>Jarvis</u>								
16.3.29	13.3.29	Pinnace to <u>George.</u>	Richard Brereton Thomas Kirke and others	200	25	90	8	10,000	S/F
147)	<u>Jewel</u>								
-	24.6.30	Pinnace to <u>Arabella.</u>	Peter Milborne and others	70	-	-	-	-	S
148)	<u>John</u>								
19.11.25	23.11.25	Pinnace to <u>Bride.</u>	Humphrey Davies John Davies	45	8	25	10	6,000	S
30.8.26	27.7.26		Humphrey Davies John Davies	120	10	30	-	-	S

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BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
149)	<u>John</u>								
19.3.27	13.3.27	Charles Saltonstall	Charles Saltonstall	70	6	30	8	-	S
26.5.27	3.5.27	Charles Saltonstall	Charles Saltonstall	70	6	30	8	10,000	F
150)	<u>John Bonadventure</u>								
10.11.27	24.10.27	William Driver	William Driver and others	300	24	50	12	10,000	S/F
151)	<u>John Bonadventure</u>								
-	8.12.27	- Foster	Sir Thomas Button and the Guinea Company	-	-	-	-	-	S/F
152)	<u>John and Humphrey</u>								
8.6.26	25.5.26	John Wilde	John and Humphrey Slaney	140	12/ 2m	30	12	20,000	S
153)	<u>John and James</u>								
12.8.26	11.8.26	Hugh Treveghan	Hugh Treveghan and others	200	17	35	12	-	S
154)	<u>John and Francis</u>								
17.2.27	15.2.27	Thomas Witherley	Thomas Chace, Richard Slaney and others	140	12	50	8	-	S
3.5.27	1.5.27	Thomas Witherley	Richard Slaney and others	140	12	50	8	-	F



BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
155)	<u>Jonas</u>								
27.8.27	18.8.27	John Crowther	John Crowther and others	240	-	-	-	10,000	S/F
20.2.30	22.1.30	John Crowther	John Crowther and others	200	16	50	8	10,000	S
156)	<u>Jonathan</u>								
20.9.26	25.7.26	Richard Hooper	Richard Hooper	300	26	120	6	-	S
5.10.27	22.9.27	Richard Hooper	Gilbert Kete and others	300	24	44	9	10,000	S/F
13.8.29	28.7.29	Richard Hooper	Richard Hooper and others	300	25	50	12	10,000	S
157)	<u>Lark</u>								
6.6.27	31.5.27	John Grant	Isaac Pennington and others	100	6	20	3	5,000	S/F
158)	<u>Lemon</u>								
13.9.27	6.9.27	Edward West	James Man and others	150	12	60	6	10,000	S/F
159)	<u>Lemon</u>								
-	19.7.28	John Hurleston	John Hurleston and others	140	-	-	-	-	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
160) <u>Lion</u>									
14.8.26	9.8.26	Samuel Crampton	William Cloberry	200	20	60	12	-	S
161) <u>Lion</u>									
12.9.27	23.8.27	With pinnacle. William Wills	Humphrey Slaney and others	250	20	60	10	-	S/F
162) <u>Lion</u>									
18.11.28	1.11.28	With pinnacle. Robert Nethersall	Robert Nethersall and others	250	26	80*	12	6,000	S/F
163) <u>Lion's Claw</u>									
25.9.27	7.9.27	William Margetts	William Margetts, John Ling? and others	50	4	30	5	2,000	S/F
164) <u>Lion's Claw</u>									
9.6.28	31.5.28	John Smith	John Smith and others	50	4	30	6	5,000	S/F
165) <u>Lion's Whelp</u>									
19.11.30	18.11.30	John Gibbs	John Gibbs and others	90	8	30	6	10,000	S
166) <u>Lioness</u>									
6.6.27	31.5.27	Timothy Harte	Isaac Pennington and others	240/ 220	14	40	3	5,000	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F	
167) <u>Little Dick</u>										
	19.8.29	28.7.29	Richard Bragg	Richard Bragg and others	20	3	35	12	5,000	S
	-	21.7.30	Richard Bragg	Richard Bragg and others	20	-	-	-	-	S
168) <u>Little Hay</u>										
	28.6.28	17.6.28	Pinnace to <u>Archangel Michael.</u>	William Digby Earl of Carlisle	40	- see ship	-	6	10,000	S/F
169) <u>Little George</u>										
	28.1.29	28.9.28	Pinnace to <u>George.</u>	Alexander Barnaby George Rookes, Robert Grove and others	40	- see ship	-	6	10,000	S/F
170) <u>Little Neptune</u>										
	25.9.26	7.9.26	Sussex Cammocke	Earl of Warwick	100	14	60	6	-	S
	22.5.27	3.5.27	Pinnace to <u>Great Neptune.</u>	Sussex Cammocke Earl of Warwick	140	-	-	-	-	F
171) <u>London</u>										
	23.8.26	2.8.26	John Stevens	John Stevens	120	8	25	4	-	S
	28.7.27	30.6.27	John Nutt	John Stevens and others	140	12	70	6	5,000	S/F
	2.8.28	17.6.28	With pinnace.	William Kempthorne John Stevens, John Marshall and others	140	16	80*	6	10,000	S/F



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BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
171) <u>London (cont'd)</u>									
12.4.29	21.3.29	With pinnacle.	William Kempthorne John Stevens, John Marshall and others	140	14	60	8	10,000	S/F
16.3.30	8.3.30	With pinnacle.	John Stevens and others	140	14	40*	8	10,000	S
172) <u>London</u>									
21.5.28	14.5.28		Edward Maplesden Edward Maplesden and others	400	26	60	12	10,000	S/F
173) <u>London</u>									
17.3.29	14.3.29		Humphrey Pynn Sir Maurice Abbott and others	600	30	200	12	10,000	S/F
174) <u>London Merchant</u>									
23.5.27	26.4.27		James Dale Sir Allan Cotton, Sidrach Williams and others	260	24	50	12	10,000	S/F
175) <u>London Merchant</u>									
23.8.28	2.8.28	With pinnacle.	Michael Mashert Michael Marshart and others	300	22	60*	8	10,000	S/F
176) <u>London Merchant</u>									
-	30.9.29		Robert Mills William Crosse and others	120	-	-	-	-	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>177) Love's Increase</u>									
9.9.29	4.9.29	William Cooke	William Cooke and others	60	4	20	4	5,000	S
4.1.30	-	William Cooke	William Cooke and others	60	-	-	-	-	S
<u>178) Loyalty</u>									
24.9.26	21.9.26	Robert Salmon	John Wardell and others	200	-	-	-	-	S
<u>179) Lucretia</u>									
28.8.26	22.8.26	Walter Maynard	John Davis and others	150	10/3m	30	6	-	S
24.5.27	22.5.27	Walter Maynard	Henry Lee and others	140	11	30	12	7,000	S/F
<u>180) Margaret</u>									
29.8.26	4.8.26	William Browne	Thomas Symonds	200	18	36	8	-	S
7.8.27	2.8.27	William Browne	William Browne and others	200	16	40	12	10,000	S/F
13.10.28	11.10.28	William Browne	William Browne	200	20	60	12	5,000	S/F
<u>181) Marigold</u>									
27.7.26	18.7.26	William Pulberry	Henry Lee and others	200	20	50	8	-	S
13.6.27	7.6.27	William Pulberry	Henry Lee, Thomas Davis and others	200	20	50	9	5,000	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>182) Marigold</u>									
	16.7.27	12.7.27	Henry Wheatley	100	10	60	5	10,000	S/F
	-	12.7.28	John Jones Henry Wheatley	100	-	-	-	-	S/F
<u>183) Marmaduke</u>									
	3.8.26	18.7.26	Edward Pitcher Edward Morgan and others	80	8	20	14	-	S
<u>184) Marmaduke</u>									
	15.8.27	13.8.27	John Gosse John Gosse and others	90/ 100	12	30	6	10,000	S/F
<u>185) Martha</u>									
	10.11.26	2.11.26	Luke Burden The Cinque Ports	200	12	60	3	-	S
<u>186) Martha</u>									
	2.7.27	19.7.27	Richard Powntis Richard Powntis and others	200	12	40	12	10,000	S/F
	-	11.7.29	Richard Powntis Richard Powntis and others	200	16	30	6	-	S
<u>187) Martha</u>									
	22.6.27	10.6.27	Richard Harte Richard Harte and others	30	4	40	2	6,000	S/F

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BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
188) <u>Mary</u>									
9.4.27	2.4.27	Robert Nutt	Robert Nutt	30	4	30	6	-	S
189) <u>Mary</u>									
2.10.27	1.10.27	Edward Cocke	John de la Barr	80	6	40	5	6,000	S/F
27.9.28	3.10.28	Edward Cocke	Edward Cocke and others	80	6	40	4	10,000	S/F
190) <u>Mary</u>									
3.2.26	13.1.26	John Hall	John Hall	200	18	90	8	4,000	S
-	15.1.27	John Hall	John Hall	200	-	-	-	-	S
191) <u>Mary</u>									
-	23.7.30	Pinnacle to <u>Falcon.</u>	Henry Beale and others	60	-	-	-	-	S
192) <u>Mary</u>									
-	9.12.29	Matthew Burgey	Matthew Burgey and others	30	-	-	-	-	S
193) <u>Mary and John</u>									
21.1.26	12.1.26	Bence Johnson	John Slaney and others	160	14	40	12	8,000	S



BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>194) Maudline</u>									
14.7.28	17.6.28		Jacques Asselyne and others	50	4	20	4	5,000	S/F
<u>195) Merchant Adventurer</u>									
10.11.26	2.11.26		The Cinque Ports	200	12	60	3	-	S
<u>196) Merchant Bonadventure</u>									
28.3.28	25.3.28		Ralph Freeman and Clement Harby	260/ 200	20	50	12	10,000	S/F
<u>197) Morning Star</u>									
13.9.27	7.9.27		George Rookes and others	120	8	20	3	3,000	F
<u>198) Neptune</u>									
18.8.26	16.8.26		William Cockayne, Thomas Styles and others	200	-	-	-	-	S
19.10.27	16.10.27		William Cockayne and others	200	20	45	2	10,000	F
16.8.28	14.8.28		George Bodham and others	200	12	60/ 80	8	10,000	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>199) (St.) Nicholas</u>									
6.6.27	31.5.27		Nicholas Groome Isaac Pennington and others	140/ 40	10	30	3	5,000	S/F
<u>200) Nicholas</u>									
-	18.5.29		John Huddleston John Huddleston and others	150	-	-	-	-	S
<u>201) Paragon</u>									
29.5.28	24.5.28		Thomas Davies Thomas Davies and others	300	20	60	12	10,000	S/F
<u>202) Paramour</u>									
12.9.27	6.9.27		Henry Fleete William Cloberry and others	110	12	33	5	10,000	S/F
<u>203) Patience</u>									
-	13.6.26		Christopher Michell Christopher Michell	350	-	-	-	-	S.
2.3.27	30.1.27	With pinnacle.	Christopher Michell Marmaduke Royden	300	22	140	8	-	S
4.5.27	1.5.27	With pinnacle.	Christopher Michell Rowland Wilson and others	300	22	140	8	10,000	F
27.10.27	16.10.27		Christopher Michell Christopher Michell and others	300	22	70	8	10,000	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>204) Patience</u>									
11.5.29	10.5.29	John Heaman	John Heaman and others	240	16	45	-	5,000	S
<u>205) Pearl</u>									
28.8.26	16.8.26	Luke Whetstone	Luke Whetstone	280	22	48	8	-	S
21.8.27	17.8.27	Luke Whetstone	Sir Allan Cotton and others	240	22	44	9	10,000	S/F
18.8.28	9.8.28	Luke Whetstone	Sir Allan Cotton and others	240	22	43	9	10,000	S/F
<u>206) Pelican</u>									
-	11.12.26	Thomas King	Thomas King	240	-	-	-	-	S
19.9.27	2.8.27	Thomas King	Thomas King and others	240	12	80	6	-	S/F
18.11.28	22.7.28	Thomas King	Thomas King and others	240	20	60	6	10,000	S/F
22.9.29	2.8.29	Thomas Pye	Thomas King and others	140	-	-	-	10,000	S
6.3.30	17.2.30	Thomas King	Thomas King and others	240	20	60	8	10,000	S
<u>207) Pelican</u>									
17.2.30		Richard Teat	Richard Teat and others	240	-	-	-	-	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
208)	<u>Peter</u>								
	23.10.26	10.10.26	Francis Shininge Robert Tokeley and others	120	10	30	6	-	S
209)	<u>Peter</u>								
	24.2.27	20.2.27	Robert Odiorne William Cloberry and others	200	12	50	8	-	S
	11.5.27	8.5.27	Robert Odiorne	200	12	50	8	12,000	F
	22.4.28	18.4.28	Robert Odiorne William Cloberry and others	140	12	50	9	5,000	S/F
210)	<u>Peter</u>								
	28.3.27	26.1.27	John Powell John Powell	120	14	80	12	-	S
	23.12.28	17.12.28	Henry Powell Henry Powell	120	15	100	6	6,000	S/F
211)	<u>Peter</u>								
	18.9.28	28.9.28	Robert Molt Robert Molt and others	200	-	-	-	-	S/F
212)	<u>Peter and Andrew</u>								
	6.9.26	11.8.26	Nathaniel Goodladd Peter de Bois and others	300	24	50	12	-	S
	24.5.28	19.5.28	Nathaniel Goodladd Peter de Bois and others	300	26	50	12	10,000	S/F



BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
213)	<u>Peter and John</u>								
21.9.26	8.9.26	John Preen	John Preen and others	200	-	-	-	-	S
31.5.27	-	John Preen	John Preen and others	200	18	40	4	20,000	F
214)	<u>Peter Bonadventure</u>								
3.9.27	13.8.27	Thomas Sherwin	Thomas Sherwin and others	240	-	-	-	10,000	S
215)	<u>Phillip</u>								
21.5.30	20.5.30	William Pearce	William Pearce and others	150/ 80	16	60	6	10,000	S
216)	<u>Phoenix</u>								
12.11.25	10.11.25	Peter Blake	Richard Slaney and Martin Broadgate	120	10	20	10	3,000	S
19.10.26	30.9.26	Peter Blake	Richard Slaney and Martin Broadgate	120	12	30	12	-	S
217)	<u>Phoenix</u>								
24.10.27	12.9.27	Ruben Broade	George Rookes and others	100/ 120	12	33	6	-	S/F
218)	<u>Phoenix</u>								
5.9.28	8.8.28	James Prince	James Prince and others	120	12	30	6	6,000	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>219) Pilgrim</u>									
	19.6.27	17.5.27	Edward Pruson	50	7	40	6	6,000	S/F
<u>220) Plain Joan</u>									
	19.11.25	19.11.25	Bartholomew Earning Richard Archdale, Henry Leigh and others	160	14	24	6	3,000	S
	8.9.26	26.8.26	Bartholomew Earning Bartholomew Earning and others	180	16	65	12	-	S
	24.10.27	8.10.27	Robert Seelye Henry Leigh and others	160	18	90	8	10,000	S/F
	9.5.28	7.5.28	Robert Seelye Henry Leigh and others	200	18	90	6	10,000	S
<u>221) Plain John</u>									
	18.5.26	29.4.26	William Wills With pinnacle. William Wills Humphrey Slaney and others	140	-	-	-	-	S
	-	27.4.27	William Wills Humphrey Slaney	40	-	-	-	-	S/F
<u>222) Plain John</u>									
	7.4.28	3.4.28	George Ireland George Ireland and others	150	16	50	12	10,000	S/F
<u>223) Pleasure</u>									
	6.12.26	28.11.26	Thomas Breadcake Robert Salmon and others	200	16	33	10	-	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>224) Pleasure</u>									
12.2.27	9.2.27	John Molton	John Molton	200	11	40	12	10,000	S
30.5.27	22.5.27	John Molton	John Molton	200	11	40	6	10,000	F
<u>225) Plough</u>									
6.3.28	1.3.28	With pinnace. John Furris	Thomas Combes and Maurice Thompson	200	16	60	6	10,000	S/F
<u>226) Plough</u>									
2.4.29	31.3.29	William Cocke	William Cocke and others	180	16	40	9	5,000	S/F
<u>227) Plough</u>									
-	5.6.27	William Coombes	Earl of Carlisle	160	-	-	-	-	S/F
<u>228) Primrose</u>									
14.8.30	13.8.30	John Corvell	John Corvell and others	160	12	30	6	10,000	S
<u>229) Primrose</u>									
22.2.27	7.2.27	Henry Hinckley	Henry Hinckley	120	8	60	6	-	S
3.5.27	3.5.27	With pinnace. Henry Hinckley	Henry Hinckley	60	8	70	6	5,000	F

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BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>230) Primrose</u>									
8.8.29	5.8.29	Peter Blake	Robert Cooke and others	160	14	35	9	5,000	S
<u>231) Prudence</u>									
2.7.26	29.6.26	Bernard Motham	Bernard Motham	400	24	56	14	-	S
20.6.27	11.5.27	Bernard Motham	Henry Lee and Thomas Hill	300	24	50	12	6,000	F
<u>232) Rainbow</u>									
2.12.26	16.10.26	Thomas Johnson	William French and others	240	18	40	12	-	S
<u>233) Rainbow</u>									
3.4.29	31.3.29	David Banister	David Banister and others	300	16	50	8	10,000	S/F
<u>234) Rebecca</u>									
21.10.28	11.10.28	Roger Limbery	Richard Andrews, Henry Lee and others	200	16	80	6	10,000	S/F
31.3.30	26.3.30	Roger Limber	Richard Andrews and others	200	16	40	10	10,000	S
<u>235) Reformation</u>									
30.7.28	19.7.28	With pinnacle. John Bickley	Sir Maurice Abbott and the East India Company	500	32	120*	12	20,000	S/F
17.3.29	14.3.29	William Morris	The East India Company	400	26	150	12	10,000	S/F



BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>236) Request</u>									
31.7.30	30.7.30	John Hudson	Thomas Thornhill	100	6	14	6	10,000	S
<u>237) Resolution</u>									
-	10.5.30	Edward Johnson	Edward Johnson and others	260	-	-	-	-	S
<u>238) Revenge</u>									
14.8.30	4.8.30	George May	Thomas King and others	200	16	40	8	10,000	S
<u>239) Robert</u>									
11.3.28	23.2.28	Pinnace to <u>Warwick.</u>	John Dyke and others	50	5	20	6	10,000	S/F
-	21,10.28	Pinnace to <u>Somers Island.</u>	John Dyke and others	60	-	-	-	-	S/F
<u>240) Robert</u>									
6.3.28	1.3.28	Pinnace to <u>Plough.</u>	Thomas Combes and Maurice Thompson	40	4	20	6	10,000	S/F
<u>241) Robert</u>									
26.3.30	19.3.30	With pinnace.	Thomas Kirke William Barclay, David Kirke and others	200	18	40	6	2,000	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>242) Roebuck</u>									
18.12.28	9.12.28	Jeremy Blackman	Jeremy Blackman and others	80	7	50	6	15,000	S/F
<u>243) Roebuck</u>									
26.6.30	18.6.30	Pinnace to <u>Jane.</u>	Richard Andrews and others	80	- see ship	-	10	10,000	S
<u>244) Royal Defence</u>									
10.2.27	7.2.27	John Lymbery	John Lymbery	250/ 200	22	48	12	-	S
<u>245) Royal Exchange</u>									
15.7.26	3.6.26	George Hatch	George Hatch	500	30	80	15	8,000	S
2.11.27	24.10.27	George Hatch	George Hatch and others	400	30	70	12	10,000	S/F
-	31.3.29	George Hatch	George Hatch and others	400	-	-	-	-	S/F
<u>246) Royal Merchant</u>									
2.11.27	24.10.27	James Moyer	James Moyer and others	500	32	90	12	10,000	S/F
<u>247) Saker</u>									
15.9.26	11.9.26	William Holmes	William Saker	100	10	30	12	£	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
248) <u>Salutation</u>									
2.9.26	24.8.26	William Batten	Andrew Hawes and others	350	16	70	9	-	S
249) <u>Samaritan</u>									
7.4.30	3.4.30	Richard Offield	Richard Offield and others	200	18	30	5	10,000	S
250) <u>Sampson</u>									
2.11.27	24.10.27	William Raineborowe	William Raineborowe and others	500	30	90	12	-	S/F
251) <u>Samuel</u>									
24.7.26	24.6.26	John Gibbons	Nicholas Leate	280	23	60	12	-	S
252) <u>Samuel</u>									
12.11.27	10.11.27	Pinnace to <u>Gift.</u>	Samuel Crampton and others	40	-	-	12	10,000	S/F
12.1.29	20.11.28	Pinnace to <u>Gift.</u>	Samuel Crampton and others	40	- see ship -	-	12	5,000	S/F
253) <u>Samuel</u>									
6.7.27	3.7.27	William Robinson	William Robinson and others	80	8	50	5	5,000	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>254) Sapphire</u>									
27.11.26	22.11.26	Hugh Hutchins	Thomas Soame, Clement Harby and others	250	22	40	10	-	S
26.5.27	1.5.27	Hugh Hutchins	Clement Harby	250	22	42	12	-	F
<u>255) Sapphire</u>									
22.9.28	28.9.28	William Pearce?	William Pearce and others	250	20	60	8	10,000	S/F
<u>256) (Great) Sapphire</u>									
23.1.27	12.1.27	Thomas Maide	Thomas Maide and others	350	26	70	10	-	S
-	27.1.29	Thomas Maide	Thomas Maide and others	300	-	-	-	-	S/F
<u>257) Scipio</u>									
-	3.12.29	With pinnace.	Humphrey Slaney, William Cloberry, Nicholas Crispe	350	-	-	-	-	S
<u>258) Seahorse</u>									
30.10.28	28.9.28	Thomas Hackwell	Thomas Hackwell and others	400	18	40	12	10,000	S/F
<u>259) Sea Nymph</u>									
27.4.29	21.3.29	Pinnace to Amazon.	Francis Nevill and others	60	-	-	12	10,000	S/F



BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>260) (Four) Sisters</u>									
9.8.28	7.8.28	With pinnace.	Roger Harman Gray and others	200	14	40	6	6,000	S/F
<u>261) Somers Island Pinnace</u>									
12.10.27	26.9.27	John Rose	John Dyke and others	140	8	40	12	10,000	S/F
-	21.10.28	With pinnace.	John Dyke and others	100	-	-	-	-	S/F
20.9.29	28.9.29	With pinnace.	John Dyke and others	80	6	20	6	5,000	S
<u>262) Souch</u>									
28.4.28	12.4.28	With pinnace.	John Marshall and others	350	16	50	12	10,000	S/F
<u>263) Sparrowhawk</u>									
12.5.27	1.5.27	Pinnace to <u>Goshawk.</u>	William Hawkeridge	50	4	20	10	10,000	F
3.5.28	3.3.28	Pinnace to <u>Golden Falcon.</u>	William Hawkeridge	40	4	-	8	10,000	S/F
<u>264) Sparrowhawk</u>									
26.7.28	21.7.28	Pinnace to <u>Thomas and William.</u>	John Dennis and others	40	- see ship -	-	12	8,000	S/F

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BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
265)	<u>Speedwell</u>								
20.6.26	3.6.26	Jonathan Downes	Jonathan Downes	100	10	60	9	1,500	S
266)	<u>Speedwell</u>								
3.4.27	16.2.27	With pinnace. William Hawkeridge	William Hawkeridge	100	10	50	10	-	S
267)	<u>Speedwell</u>								
18.3.28	15.3.28	Christopher Goodladd	Christopher Goodladd and others	150	12	30	7	5,000	S/F
268)	<u>Speedwell</u>								
4.2.29	-	Richard Bragg	William Prinn and others	60	-	-	-	-	S/F
269)	<u>Speedwell</u>								
7.11.29	4.11.29	John Browne	John Browne and others	100	8	36	4	10,000	S
26.11.30	-	John Browne	John Browne and others	80	6	40	9	10,000	S
270)	<u>St. Claude</u>								
9.3.29	3.3.29	Leonard Calvert	Leonard Calvert	300	20	60	8	6,000	F
271)	<u>Success</u>								
24.5.27	22.5.27	Thomas Doggett	Henry Lee and others	110	6	17	10	5,000	S/F

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BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
272) <u>Susan</u>									
27.10.26	23.10.26	John Spencer	Robert Salmon and others	140	14	30	6	-	S
22.8.27	18.8.27	John Spencer	John Spencer and others	180	-	-	-	10,000	S/F
2.8.28	31.7.28	John Spencer	Robert Salmon and others	180	14	60	8	6,000	S/F
27.10.29	27.10.29	John Spencer	Robert Salmon and others	18.0	16	80	6	10,000	S
273) <u>Susan and Ellen</u>									
23.5.29	9.5.29	With pinnacle.	Charles Saltonstall and others	300	22	200	12	10,000	S
274) <u>Swallow</u>									
-	11.11.30	Pinnacle to <u>Crispino</u> .	John Blake and others	60	-	-	-	-	S
275) <u>Talbot</u>									
5.2.27	11.1.27	John Goodladd	John Goodladd	180	19	40	12	-	S
276) <u>Thomas</u>									
15.9.26	8.9.26	John Breadcake	Thomas Fitch and others	250	20	40	12	-	S
4.5.27	3.5.27	John Breadcake	Samuel Vassell and others	250	20	40	12	20,000	F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>277) Thomas</u>									
2.6.27	30.5.27	Pinnace to <u>Truelove.</u>	Blasse Mumbé	60	4	50	6	20,000	F
<u>278) Thomas</u>									
26.3.30	19.3.30	Pinnace to <u>Robert.</u>	Richard Brereton William Barclay, David Kirke and others	60	12	30	6	2,000	S
<u>279) Thomas</u>									
19.4.30	16.4.30		Thomas King	80	6	20	6	10,000	S
<u>280) Thomas and Henry</u>									
-	3.5.27	Pinnace to <u>Primrose.</u>	Henry Hinckley	40	-	-	6	5,000	F
<u>281) Thomas and John</u>									
27.11.26	15.11.26	With pinnace.	William Harman William Harman and others	200	12	40	6	-	S
-	21.5.27		William Harman William Harman and others	200	-	-	-	-	F
<u>282) Thomas and John</u>									
2.8.27	17.7.27		John Hurlston John Hurlston and others	160	12	40	6	5,000	S/F



BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
283)	<u>Thomas and John</u>								
17.3.29	13.3.29	James Hall	James Hall and others	160	10	40	8	10,000	S/F
284)	<u>Thomas and William</u>								
16.9.26	14.9.26	John Dennys	Sir Thomas Love and William Crosse	200	13	30	10	-	S
27.9.27	25.9.27	John Dennys	John Dennys	200	13	32	6	-	S/F
26.7.28	21.7.28	With pinnace. John Dennys	John Dennys and others	200	17	60	12	8,000	S/F
285)	<u>Thomas Bonadventure</u>								
5.6.27	22.5.27	Robert Swiers	John Dyke, Thomas Ferrars and others	200	18	40	7	6,000	S/F
1.10.28	28.9.28	Robert Swiers	Thomas Weatherall and Richard Pulford	200	20	40	6	10,000	S/F
286)	<u>Tiger</u>								
31.7.27	26.7.27	William Ellis	William Ellis and others	240	18	40	10	5,000	S/F
29.9.29	2.10.29	William Ellis	William Ellis and others	150/ 250	8	12	4	10,000	S
287)	<u>Timothy</u>								
23.8.28	2.8.28	Pinnace to <u>London Merchant.</u>	John Barker Michael Mashart and others	30	-	-	8	10,000	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>288) Timothy</u>									
17.11.28	8.11.28	Pinnace to <u>Hopewell.</u>	John White Rowland Langram and John White	.40.	4	-	8	6,000	S/F
<u>289) Transport</u>									
20.1.26	3.1.26	Henry West	Marmaduke Royden, Rowland Wilson and others	180	12	40	12	10,000	S
20.9.26	15.9.26	Henry West	Marmaduke Royden and others	200	12	40	6	-	S
2.3.27	21.2.27	Henry West	Marmaduke Royden and others	200	14	80	12	-	S
4.5.27	1.5.27	Henry West	Edmund Forster and others	200	14	80	12	6,000	F
10.3.29	23.2.29	Henry West	Henry West and others	160	12	80	6	5,000	S/F
30.9.29	28.8.29	Henry West	Richard West and others	160	12	30	6	10,000	S
<u>290) Transport</u>									
17.12.27	8.12.27	Edmond Bastwicke	Edmond Bastwicke and others	200	12	60	6	10,000	S/F
<u>291) Treasure</u>									
26.7.26	15.7.26	Michael Greene	Michael Greene	160	14	70	6	-	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>292) Treasure</u>									
6.3.27	27.2.27	Robert Davis	Humphrey Slaney and Arthur Sheires	160	14	80	7	-	S
8.5.27	1.5.27	Robert Davis	Humphrey Slaney	150	-	-	-	-	F
31.1.28	20.12.27	John Ellis	Humphrey Slaney and others	160	14	60	7	-	S/F
<u>293) Trial</u>									
21.8.28	12.8.28	Francis Moynes	John Preen and others	100	6	60	6	6,000	S/F
<u>294) Truelove</u>									
8.2.27	6.2.27	Thomas Gibbs	Thomas Gibbs	200	-	-	-	-	S
2.6.27	30.5.27	With pinnacle. Thomas Gibbs	Thomas Gibbs and others	200	14	80	6	20,000	F
<u>295) Truelove</u>									
3.9.30	31.8.30	Robert Drew	Christopher Metcalfe, Robert Lowther and others	200	18	40	8	10,000	S
<u>296) Unicorn</u>									
27.10.27	26.10.27	Richard Haddock	Richard Haddock and others	180	16	33	14	20,000	S/F
<u>297) Unicorn</u>									
14.3.28	9.3.28	Matthew Wood	William Garroway and others	500	26	60	6	10,000	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>298) Unicorn</u>									
8.11.30	23.10.30	Richard Harris	John Prynne and others	160	16	80	9	10,000	S
<u>299) Unicorn</u>									
-	4.5.30	Brian Harrison	Brian Harrison and others	350	-	-	-	-	S
<u>300) Unity</u>									
-	16.5.29	Frederick Windsor	Frederick Windsor	80	-	-	-	-	S
<u>301) Valentine</u>									
1.11.27	13.10.27	William Thompson	Humphrey Slaney	160	14	40	7	10,000	S/F
<u>302) Valentine</u>									
2.8.28	31.7.28	Peter Blake	Peter Blake and others	180	14	50	12	8,000	S/F
24.7.30	22.7.30	John Blake	John Blake and others	160	16	40	6	10,000	S
<u>303) Victory</u>									
14.4.26	5.4.26	William Kempthorne	Edward Harris, Jonas Hopkins and others	160	15	31	8	5,000	S



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BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>304) Victory</u>									
13.6.27	11.6.27	With pinnacle.	Robert Fermes and others	180	14	40	12	5,000	S/F
1.7.28	28.6.28	With pinnacle.	Robert Fermes and others	180/ 80	22	120	12	5,000	F
<u>305) Vintage</u>									
-	22.7.29		John Woolders and others	130	-	-	-	-	S
<u>306) Warwick</u>									
11.3.28	23.2.28	With pinnacle.	Sussex Cammocke and others	80	6	20	6	10,000	S/F
-	28.9.29	Pinnacle to <u>Somers Island.</u>	John Dyke and others	40	-	-	-	-	S
<u>307) Whale</u>									
-	23.10.26		John Ayres and others	200	-	-	-	-	S
<u>308) William</u>									
-	29.1.29		John Jones and others	30	-	-	-	-	S
<u>309) William</u>									
12.11.25	12.11.25		George Ireland and Humphrey Slaney	250	-	-	-	-	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
310) <u>William</u>									
8.5.26	5.5.26	Randolph Newe	Randolph Newe	250	18/ 4m	36	12	5,000	S
311) <u>William</u>									
29.7.26	15.7.26	James Damerell	John Webber and others	250	18	30	8	-	S
25.8.27	21.8.27	James Damerell	William Ewens	200	18	35	10	5,000	F
312) <u>William</u>									
16.3.29	13.3.29	Pinnacle to <u>Abigail</u> .	David Kirke and others	200	26	90	8	10,000	S/F
313) <u>William and Francis</u>									
23.12.26	18.12.26	Edward Johnson	William Cokayne and others	180	16	40	8	-	S
26.9.27	25.9.27	Edward Johnson	Edward Johnson and others	200	12	60	6	10,000	F
-	29.2.28	Edward Johnson	Edward Johnson and others	200	-	-	-	-	S
314) <u>William and John</u>									
21.4.26	21.3.26	John Powell	John Powell	100	10	60	10	5,000	S
21.11.26	29.10.26	Henry Powell	John Powell and others	100	10	24	8	-	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
315)	<u>William and John</u>								
3.7.27	30.6.27	William Briard	William Briard and others	200	19	80	6	20,000	S/F
316)	<u>William and John</u>								
31.7.28	1.7.28	With pinnace.	Tobias Fellgate and others	200	16	50	6	8,000	S/F
317)	<u>William and Ralph</u>								
22.11.27	5.11.27	Thomas Trenchfield	Thomas Trenchfield	400	22	55	10	10,000	S/F
318)	<u>William and Thomas</u>								
2.7.25	24.6.25	William Peirson	Archibold Nicolls, Samuel Pawson and others	140	-	-	-	-	S
319)	<u>Young Swan</u>								
6.8.28	2.8.28	Nicholas Burse	George Rookes and others	200	16	30	9	10,000	S/F
320)	<u>Unknown</u>								
27.11.26	15.11.26	Pinnace to <u>Thomas and John.</u>	William Harman and others	50	-	20	6	-	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
321)	<u>Unknown</u>								
16.10.28	28.9.28	Pinnace to <u>Exchange.</u>	Humphrey Slaney and others	50	-	-	-	10,000	S/F
322)	<u>Unknown</u>								
23.5.29	9.5.29	Pinnace to <u>Susan and Ellen.</u>	Charles Saltonstall and others	40	-	-	12	10,000	S
323)	<u>Unknown</u>								
23.11.30	17.11.30	Pinnace to <u>Hopewell.</u>	Richard Russell and others	30	-	-	.8	10,000	S
324)	<u>Unknown</u>								
19.9.27	6.9.27	Pinnace to <u>George.</u>	George Rookes and others	30	-	-	6	10,000	S/F
325)	<u>Unknown</u>								
31.7.28	1.7.28	Pinnace to <u>William and John.</u>	Tobias Fellgate and others	40	-	-	6	8,000	S/F





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BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
6) <u>Mary</u>									
17.8.30	11.8.30	Pinnace to <u>Love.</u>	William Crosse and others	60	-	-	-	-	S
7) <u>Shallopp</u>									
14.6.28	12.6.28	Pinnace to <u>George.</u>	William Hurlestone and others	10	-	-	6	2,000	F
<u>Dover</u>									
1) <u>Africa</u>									
12.5.27	27.4.27		William Ledgent	120	10	80	4	1,000	S/F
11.9.27	21.8.27		Robert Smith	120	10	80	4	10,000	S/F
2) <u>Ape</u>									
20.12.27	-	Pinnace to <u>Greyhound.</u>	Thomas Reading	40	-	- see ship -	6	-	S/F
3) <u>Black Dog</u>									
4.8.28	16.7.28	Pinnace to <u>Hunter.</u>	Thomas Gourley	90	-	- see ship -	6	10,000	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
4) <u>Club</u>									
23.6.28	18.6.28	Pinnace to <u>Hercules.</u>	Peter Shernoll William Ledgent and others	60	- see ship	-	6	5,000	S/F
5) <u>Dairy Kate</u>									
12.10.28	28.9.28	Pinnace to <u>Revenge.</u>	Sir John Hippisley	40	- see ship	-	5	10,000	S/F
6) <u>Greyhound</u>									
20.12.27	20.11.27	With pinnace.	Thomas Gourley and others	160	18	80*	6	-	S/F
7) <u>Have-at-all</u>									
15.2.26	24.1.26		Richard Hippisley	120	10	60	2	2,000	S
10.5.27	27.4.27		Richard Hippisley	100	12	100	4	5,000	S/F
24.5.28	21.5.28	With pinnace.	Richard Hippisley	140	14	80	6	5,000	S/F
8) <u>Have-at-all</u>									
-	13.10.30		Richard Clarke	200	-	-	-	-	S

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BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
9) <u>Hercules</u>									
6.12.27	5.12.27	William Ledgent	William Ledgent and others	240	16	80	6	10,000	S/F
.23.6.28	18.6.28	With pinnacle. William Ledgent	William Ledgent and others	240	22	160*	6	5,000	S/F
10) <u>Hercules</u>									
24.11.30	24.11.30	John Worgreene	John Worgreene and others	200	20	60	6	10,000	S
11) <u>Hold fast</u>									
24.5.28	21.5.28	Pinnacle to <u>Have-at-all.</u>	Richard Hippisley	30	- see ship -	6	6	5,000	S/F
12) <u>Hold fast</u>									
28.5.29	22.5.29	Richard Jacob	Richard Jacob and others	35	4	40	6	5,000	S
13) <u>Holdfast</u>									
30.3.30	26.3.30	John Morris	John Morris and others	40	4	40	5	5,000	S
14) <u>Hopewell</u>									
11.11.27	5.10.27	John Woodgreene	Abraham Hugessen	40	4	40	12	10,000	S/F



App. I: Dover

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
15)	<u>Hunter</u>								
26.5.27	11.5.27	Abraham Hugessen	James Hugessen	100	-	-	-	10,000	S/F
4.8.28	16.7.28	With pinnace. Abraham Hugessen	James Hugessen and others	140	28	200	6	10,000	S/F
16)	<u>John and Fortune</u>								
-	6.7.26	Barnaby Burley	Sir John Hippisley	60	-	-	-	-	S
1.3.27	27.2.27	Barnaby Burley	Sir John Hippisley	60	6	50	8	-	S
10.5.27	27.4.27	Barnaby Burley	Sir John Hippisley	70	6	60	3	500	F
17)	<u>Primrose</u>								
23.6.28	17.6.28	Pinnace to <u>SPY.</u>	Arnold Braems and others	40	- see ship	-	6	10,000	S/F
18)	<u>Raven</u>								
17.12.27	26.10.27	Edward Doves	Arnold Braems and others	100	-	-	-	-	S/F
19)	<u>Sampson</u>								
15.8.28	13.8.28	William Ward	Gabriel Richards and others	110/ 116	10	70	6	8,000	S/F
20)	<u>SPY</u>								
12.5.27	27.4.27	Edward Doves	James Hugessen	80	6	60	3	3,000	S/F

App. I: Dover contd., Rye, Brighthelmstone

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
21) <u>SPY</u>									
23.6.28	17.6.28	With pinnacle. Cobham Doves	Arnold Braems and others	80	10	50	6	10,000	S/F
22) <u>Sweepstake</u>									
26.4.26	13.4.26		Tristram Stevens Sir John Hippisley	60	8	50	5	10,000	S
10.5.27	27.4.27		Tristram Stevens Sir John Hippisley	80	8	60	3	3,000	S/F
<u>Rye</u>									
1) <u>Speedwell</u>									
15.7.28	6.7.28		Robert Smith Richard Cockram and others	100	10	60	6	5,000	S/F
2) <u>Speedwell</u>									
2.4.29	2.4.29		Thomas Willoughby Thomas Willoughby and others	100	8	50	5	6,000	S/F
IV. <u>SOUTH:</u>									
<u>Brighthelmstone</u>									
1) <u>Mayflower</u>									
25.2.28	23.2.28		Thomas Worger Edward Mihill and others	30	2	20	6	10,000	S/F

App.I : Brightelmstone contd, Shoreham

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>2) Violet</u>									
22.2.27	8.2.27	William Scras	William Scras	40	8	55	5	-	S
<u>Shoreham</u>									
<u>1) Dolphin</u>									
16.1.28	13.1.28	William Scras	William Scras and others	120	10	50/60	6	10,000	S/F
29.11.28	22.11.28	With pinnacle. Henry Wheeler	Tuppyn Scras and others	100	20	100*	6	10,000	S
23.1.29	17.1.29	With pinnacle. Henry Wheeler	Tuppyn Scras and others	120	20	100*	8	5,000	F
<u>2) Fortune</u>									
29.11.28	22.11.28	Pinnacle to <u>Dolphin.</u>	Thomas Squibb	70	-	see ship -	6	10,000	S
23.1.29	17.1.29	Pinnacle to <u>Dolphin.</u>	Thomas Squibb	80	-	see ship -	8	5,000	F
<u>3) Peter</u>									
7.4.27	27.3.27	Peter Parent	Richard Gyffard and others	80	6	50	6	-	S/F

App. I : Shoreham contd., Portsmouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
4) <u>Peter</u>	30.6.28	28.6.28	William Freeland	160	18	40	4	5,000	F
<u>Portsmouth</u>									
1) <u>Anne</u>	5.6.26	4.10.25	Jacob Frost	60/ 80	6	30	5	10,000	S
2) <u>Diana</u>	7.11.27	2.11.27	John Ellsey, Henry Wentworth and others	90	10	30	6	10,000	S/F
<u>3) (Golden) Falcon</u>									
16.4.27	6.4.27		Roger Granger	80	5	40	7	-	S
11.5.27	10.5.27		Roger Granger	80	6	40	6	5,000	F
<u>4) Francis</u>									
26.11.28	1.10.28		William Sweeting	40/ 60	6	30	5	10,000	S/F
<u>5) Grace</u>									
8.12.28	26.11.28		Thomas Barker	30	2	30	6	5,000	F



App. I: Portsmouth contd., Southampton

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
6) <u>Grace</u>									
10.3.29	12.3.29	Michael Greene	Michael Greene and others	60/ 30	2	30	6	5,000	S
7) <u>John</u>									
13.5.28	24.4.28	William Hill	Sir John Watts, John Mason and others	120	10	40	6	10,000	S/F
8) <u>Mary</u>									
7.11.27	2.11.27	Pinnacle to <u>Diana.</u>	John Ellsey, Henry Wentworth and others	40	-	-	6	10,000	S/F
9) <u>Rose</u>									
16.3.29	11.3.29	William Austin	Richard James and Henry Wentworth	40	4	40	5	5,000	S/F
<u>Southampton</u>									
1) <u>Amity</u>									
21.3.28	17.3.28	With pinnacle.	Edward Milberry	100	4	60*	6	5,000	S/F

App. I : Southampton

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
2) <u>Beavis</u>									
16.4.29	11.4.29	With pinnace. Thomas Bridges	William Scras and others	200	20	80*	6	10,000	S
3) <u>Black George</u>									
23.11.30	18.11.30	Thomas Randall	Thomas Randall and others	300	-	-	-	-	S
4) <u>Christopher</u>									
25.10.26	25.10.26		Thomas Combes	40	4	20	3	-	S
5) <u>Christopher</u>									
1.8.27	1.8.27	Stephen Route	Stephen Route and others	50	4	40	4	2,000	S/F
6) <u>Dragon</u>									
23.1.29	20.12.28	With pinnace. William Combes	Thomas Combes and others	240	22	80*	8	10,000	S/F
7) <u>Elizabeth</u>									
8.5.27	3.5.27	Ellis Patrone	Ellis Patrone	50	6	25	2	8,000	S/F

App. I: Southampton

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
8) <u>Falcon</u>									
15.8.28	13.8.28	With pinnacle.	Edward Bust	William Scras and others	200	22	100*	12	10,000 F
28.11.28	15.11.28	With pinnacle.	Edward Bust	William Scras and others	200	24	140*	6	10,000 S
9) <u>Fellowship</u>									
21.3.28	17.3.28	Pinnacle to <u>Amity.</u>	Peter Milberry	Edward Milberry	60	-	see ship -	6	5,000 S/F
10) <u>Flight</u>									
-	18.12.26		John Pelham	Earl of Warwick	80	-	-	-	S
22.5.27	3.5.27	Pinnacle to <u>Golden Cat.</u>	John Pelham	Earl of Warwick	80	-	-	-	F
11) <u>John</u>									
23.1.29	20.12.28	Pinnacle to <u>Dragon.</u>	-	Thomas Combes and others	60	-	see ship -	8	10,000 S/F
12) <u>John</u>									
11.4.30	23.3.30	Pinnacle to <u>Scallop.</u>	-	William Bust and others	60	-	see ship -	6	10,000 S
13) <u>Mary</u>									
21.7.30	17.7.30	Pinnacle to <u>Thunder.</u>	-	Richard Donnell and others	70	-	-	6	10,000 S

App. I : Southampton

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>14) Plantation</u>									
24.9.26	8.9.26	Peter Andrews	Peter Cluninge and others	120	-	-	-	-	S
-	22.6.27	Peter Andrews	Peter Andrews and others	150	-	-	-	-	S/F
1.8.27	19.7.27	Peter Andrews	Robert Newland and others	150	14	30	9	5,000	S/F
<u>15) Plantation</u>									
31.7.28	24.7.28	James Gayer	Thomas Combes and others	160	14	60	8	8,000	S/F
27.8.29	14.8.29	James Gayer	Thomas Combes and others	180	16	60	8	10,000	S
<u>16) Prosperous</u>									
22.12.27	20.12.27	Pinnacle to <u>Unity.</u>	Robert Dammin	40	-	-	9	10,000	S/F
<u>17) Robert</u>									
22.5.27	3.5.27	Pinnacle to <u>Jonathan.</u>	Thomas Cammocke	70	-	-	6	-	F
14.4.30	16.2.30		Daniel Hurry	60	4	15	6	10,000	S
<u>18) Robert</u>									
27.8.29	14.8.29	Pinnacle to <u>Plantation.</u>	William Johnson	70	-	-	8	10,000	S



App. I : Southampton

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
19) <u>Scallopp</u>									
11.4.30	23.3.30	With pinnacle.	William Bust	100	16	75*	6	10,000	S
20) <u>Speedwell</u>									
14.9.26	11.9.26		Henry Hinckley	100	6	60	6	-	S
21) <u>Supply</u>									
10.1.28	22.12.27		Sidrach Gibbons and others	120	9	60	4	-	S/F
22) <u>Thunder</u>									
21.7.30	17.7.30	With pinnacle.	Richard Donnell and others	150	10	70	6	10,000	S
23) <u>Unity</u>									
22.12.27	20.12.27	With pinnacle.	William Ayles	100	10	70	9	10,000	S/F
24) <u>Virgin</u>									
9.10.26	7.10.26		Robert Geere	100	8	18	8	-	S
25) <u>William and John</u>									
16.4.29	11.4.29	Pinnacle to <u>Beavis.</u>	William Scras and others	60	-	-	6	10,000	S

App. I : Southampton contd., Isle of Wight

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
26) <u>Unknown</u>									
15.8.28	13.8.28	Pinnace to <u>Falcon.</u>	William Scras and others	70	- see ship -	12	12	10,000	F
28.11.28	15.11.28	Pinnace to <u>Falcon.</u>	William Scras and others	70	- see ship -	6	6	10,000	S
<u>Isle of Wight</u>									
1) <u>Esperance</u>									
11.12.28	29.11.28	Pinnace to <u>Swan.</u>	Richard Jolliffe and others	40	- see ship -	6	6	5,000	F
2) <u>Fortune</u>									
6.12.28	29.11.28	Pinnace to <u>Pleasure.</u>	Daniel Thybaut and Richard Jolliffe	60	- see ship -	6	6	5,000	S/F
29.12.29	19.12.29	Pinnace to <u>Pleasure.</u>	Daniel Thybaut	50	- see ship -	6	6	10,000	S
3) <u>Francis</u>									
5.9.29	4.9.29	Pinnace to <u>Gift of God.</u>	William Thomas and others	60	-	-	6	10,000	S

App. I : Isle of Wight

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
4) <u>Gift of God</u>									
20.2.28	19.2.28	With pinnacle.	James Chauntrey	100	12	50	6	10,000	S/F
5) <u>Gift of God</u>									
5.9.29	4.9.29	With pinnacle.	Anthony Fantonell William Thomas and others	100	16	100	6	10,000	S
6) <u>Honour</u>									
16.3.29	14.3.29	With pinnacle.	James Reskimer	150	12	100*	6	5,000	F
7) <u>Maudline</u>									
20.2.28	19.2.28	Pinnacle to <u>Gift of God.</u>	Pierre Masson	60	4	30	6	10,000	S/F
8) <u>Pleasure</u>									
6.12.28	29.11.28	With pinnacle.	James Chauntrey	100	10	100*	6	5,000	S/F
			Daniel Thybaut and Richard Jolliffe						
29.12.29	19.12.29	With pinnacle.	James Chauntrey	100	12	50*	6	10,000	S
9) <u>Swan</u>									
11.12.28	29.1.28	With pinnacle.	Richard Jolliffe and others	50	8	100*	6	5,000	F
10) <u>Swan</u>									
16.3.29	14.3.29	Pinnacle to <u>Honour.</u>	James Reskimer and others	50	-	- see ship -	6	5,000	F

App. I: Poole

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>V. SOUTH WEST:</u>									
<u>Poole</u>									
1) <u>Concord</u>									
1.1.27	4.12.26	William Bryard	Thomas Roberts and others	80	4	25	12	-	S
2) <u>Consent</u>									
-	25.11.25	Sidrach Gibbons	Sidrach Gibbons	120	16	80	10	3,000	S
3) <u>Garland</u>									
2.1.27	31.10.26	James Napper	John Bryard and Thomas Hill	160	12	30	8	-	S
4) <u>Garland</u>									
16.9.28	28.9.28	With pinnacle. William Bryard	William Bryard and others	160	5	40	5	8,000	S/F
5) <u>Garland</u>									
15.12.27	6.12.27	John Fox	John Fox and others	160	-	-	-	-	S/F



App. I: Poole contd., Weymouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
6) <u>Leopard</u>									
22.9.27	21.9.27	With pinnacle.	Nicholas Audney others	240	26	120	14	5,000	S/F
-	28.10.28	Nicholas Audney	Nicholas Audney and others	240	-	-	-	-	S/F
7) <u>Mermaid</u>									
16.9.28	28.9.28	Pinnacle to <u>Garland.</u>	William Bryard and others	60	-	-	5	8,000	S/F
8) <u>Mermaid</u>									
10.6.29	2.5.29	Henry Frost	Theophilus Man and others	60	6	35	6	5,000	S
9) <u>Scout</u>									
22.9.27	21.9.27	Pinnacle to <u>Leopard.</u>	Nicholas Audney and others	60	-	-	14	5,000	S/F
<u>Weymouth</u>									
1) <u>Abigail</u>									
25.11.26	25.11.26	John Michell	Henry Michell	120	10	30	8	-	S

App. I : Weymouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
1) <u>Abigail</u> (cont'd)									
10.9.27	5.9.27	Arnold Bassett	Henry Michell and others	120	12	60	5	10,000	S/F
22.1.30	7.1.30	With pinnace. John Randell	Henry Michell and others	120	6	60*	8	10,000	S
2) <u>Abigail</u>									
20.11.30	8.11.30	Joseph Lyell?	Joseph Lyell and others	100	8	40	6	-	S
3) <u>Amity</u>									
28.9.29	14.8.29	Pinnace to <u>Marigold.</u>	Henry Cuttance and others	40	-	-	-	-	S
4) <u>Ark</u>									
13.1.30	5.11.29	Pinnace to <u>Gift of God.</u>	Henry Cuttance and others	50	-	-	-	10,000	S
5) <u>Catherine</u>									
17.8.30	28.7.30	With pinnace. Stephen Petitfills	Stephen Petitfills and others	100	-	-	-	10,000	£
6) <u>(Great) Catherine</u>									
24.3.29	17.2.29	Robert White	Robert White and others	100	8	50	6	5,000	S/F
21.2.30	1.2.30	With pinnace. Robert White	Robert White and others	100	12	70*	8	10,000	S

App. I: Weymouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>7) Christian</u>									
15.10.30	29.9.30	With pinnace.	John Reynolds and others	40	9	60*	5	10,000	S
<u>8) Content</u>									
20.3.28	3.3.28		Henry Hinckley	40	4	40	6	5,000	S/F
2.3.29	7.3.29		Henry Hinckley	60	4	40	6	5,000	S/F
10.3.30	2.3.30		Henry Hinckley	60	6	40	6	5,000	S
<u>9) Content</u>									
12.2.29	23.1.29		Stephen Reynolds	60	7	35	6	10,000	S/F
<u>10) Content</u>									
28.10.28	11.10.28	Pinnace to <u>Hopewell.</u>	Henry Meache and others	35	- see ship -	-	8	7,000	S/F
<u>11) Corymuch</u>									
15.2.30	12.1.30	Pinnace to <u>King David.</u>	David Gayer and others	30	-	-	6	10,000	S
<u>12) Damsel</u>									
5.6.27	18.5.27	Pinnace to <u>Sarah and Katherine.</u>	Joseph Lyle John Hill	20	- see ship -	-	6	5,000	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>13) Desire</u>									
30.1.30	4.1.30	Pinnace to <u>Dolphin.</u>	Robert Damen Edward Lindsey and others	50	- see ship -	6	6	10,000	S
<u>14) Dolphin</u>									
30.1.30	4.1.30	With pinnace.	Gabriel Cornish Edward Lindsey and others	100	12	50 *	6	10,000	S
<u>15) Dragon</u>									
11.2.26	23.11.25	With pinnace.	Giles Bond John Lockyer	80	8	40	12	6,000	S
4.9.26	28.8.26	With pinnace.	John Lockyer John Lockyer and others	80	8	60*	9	-	S
22.4.27	16.4.27	With pinnace.	Robert Pawlett John Lockyer and others	80	6	-	6	-	S
1.1.28	28.12.27	With pinnace.	John Lockyer John Lockyer and others	140	16	120	6	10,000	S
9.5.29	13.3.29	With pinnace.	John Lockyer John Lockyer and others	140	16	80	6	5,000	S
<u>16) Dragon</u>									
11.5.27	7.5.27	With pinnace.	- Edward Roye	80	6	40	4	10,000	F
<u>17) Elizabeth</u>									
19.1.28	17.12.27	With pinnace.	William Collins Thomas Gayer	100	12	60*	8	10,000	S/F



BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>18) Elizabeth</u>									
23.2.29	30.1.29	Richard Champion	Richard Champion and others	50	4	35	6	10,000	S/F
<u>19) Ellinor</u>									
5.8.28	26.7.28	William Simpson	William Simpson and others	45	8	30	6	5,000	S/F
30.6.29	20.6.29	With pinnacle. William Simpson	William Simpson and others	50	18	90*	6	8,000	S
20.9.30	4.8.30	With pinnacle. William Simpson	Thomas Waltham and others	60	6	45	6	10,000	S
<u>20) Flower</u>									
24.2.27	3.3.27	Henry Maior	Henry Maior	40	6	50	6	-	S
<u>21) Flower</u>									
31.1.28	10.9.27	Pinnacle to <u>Gift of God.</u>	Portland Bun	40	-	-	6	-	S/F
<u>22) Flying Drake</u>									
28.4.29	20.2.29	John Haynes	John Haynes and others	40	4	30	6	5,000	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>23) Fortune</u>									
17.8.30	28.7.30	Pinnacle to - (Great) Catherine.	Stephen Petitfils and others	30	- see sh p -	8	8	10,000	S
<u>24) Friendship</u>									
26.2.28	29.1.28	Pinnacle to - Pilgrim.	John Hill and others	50	4	-	12	10,000	S/F
<u>25) Friendship</u>									
18.8.29	30.6.29		Thomas Chaplin	60	6	40	6	10,000	S
<u>26) Gift of God</u>									
10.2.27	9.2.27	With pinnacle.	Robert Bassett	140	8	80	9	-	S
<u>27) Gift of God</u>									
31.1.28	10.9.27	With pinnacle.	Edward Cuttance	120	10	60*	6	-	S/F
13.1.30	5.11.29	With pinnacle.	John Monke	120	-	-	-	10,000	S
<u>28) Greyhound</u>									
15.10.30	29.9.30	Pinnacle to Christian.	John Reynolds and others	35	- see ship -	5	5	10,000	S

App. I : Weymouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
29) <u>Harry and John</u>									
2.10.30	29.9.30	With pinnacle.	Henry Russell John Gardner and others	140	17	80	3	10,000	S
30) <u>Hope</u>									
12.3.28	7.3.28	Robert Maior	Robert Maior and others	70	8	40	5	10,000	S/F
31) <u>Hopewell</u>									
4.9.26	28.8.26	Pinnacle to <u>Dragon.</u>	Robert Roy John Lockyer and others	30	-	see ship	9	-	S
-	8.2.27	Pinnacle to <u>Phoenix.</u>	Thomas Prowse John Lockyer	36	4	30	9	-	S
3.2.27	2.2.27	With pinnacle.	Thomas Prowse Thomas Prowse	40	-	-	-	-	S
22.4.27	16.4.27	Pinnacle to <u>Dragon.</u>	Robert Roy John Lockyer and others	30	-	-	6	-	S
32) <u>Hopewell</u>									
-	1.4.26	Pinnacle to <u>Truelove.</u>	Clement White Edward Roye and others	25	-	-	-	-	S
5.5.27	1.5.27	Pinnacle to <u>Truelove.</u>	Edward Roye	40	-	-	12	3,000	F

App. I : Weymouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>33) Hopewell</u>									
9.1.28	18.12.27	Pinnace to <u>Stephen.</u>	Stephen Petitfils and others	60	-	-	6	10,000	S/F
<u>34) Hopewell</u>									
10.7.28	5.7.28		Arnold Bassett and others	60	6	50	8	5,000	S/F
<u>35) Hopewell</u>									
28.10.28	11.10.28	With pinnace.	Henry Meache and others	60	8	80*	8	7,000	S/F
<u>36) Hopewell</u>									
28.10.29	10.10.29		Henry Maior and others	60	5	30	6	-	S
<u>37) Joan</u>									
30.6.29	20.6.29	Pinnace to <u>Ellinor.</u>	William Simpson and others	40	-	see ship -	6	8,000	S
20.9.30	4.8.30	Pinnace to <u>Ellinor.</u>	Thomas Waltham and others	30	-	-	6	10,000	S
<u>38) Judith</u>									
9.10.27	8.10.27	With pinnace.	Jonas Dennis	70	10	60	6	-	S/F
2.3.29	11.2.29	With pinnace.	Jonas Dennis	60	8	80	6	5,000	S/F



App. I : Weymouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
39)	<u>Judith</u>								
19.4.29	-	John Sacheverall	John Sacheverall and others	80	-	-	-	-	S
27.2.30	12.11.29	John Sacheverall	John Sacheverall and others	80	8	40	6	5,000	S
40)	<u>King David</u>								
15.2.30	12.1.30	With pinnace. William Simpson	David Gayer and others	60	10	60	6	10,000	S
41)	<u>Leopard</u>								
16.8.26	11.8.26	With pinnace. Nicholas Strangeways	John Freake	240	20	100	8	-	S
19.5.27	10.5.27	With pinnace. Nicholas Strangeways	John Freake	200	20	80	6	5,000	F
42)	<u>Little Catherine</u>								
20.1.30	18.1.30	Pinnace to <u>Thomazine.</u>	Jones Dennis and others	40	- see ship -	-	8	10,000	S
43)	<u>Long John</u>								
5.11.30	8.10.30	With pinnace. Francis Saunders	Henry Waltham and others	140	18	130	1	10,000	S
44)	<u>Margaret</u>								
16.8.26	11.8.26	Pinnace to <u>Leopard.</u>	John Freake	60	-	-	8	-	S

App. I: Weymouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
45) <u>Margaret</u>									
29.12.28	6.1.29	Gabriel Cornish	Gabriel Cornish and others	100	12	60	6	10,000	S/F
46) <u>Margaret</u>									
19.8.29	1.8.29	Robert Salter	Robert Salter and others	100	8	40	6	5,000	S
47) <u>Marigold</u>									
10.3.29	3.12.28	Johathan Downes	Jonathan Downes and others	60	6	36	5/6	4,000	S/F
48) <u>Marigold</u>									
28.9.29	14.8.29	With pinnace. Edward Cuttance	Henry Cuttance and others	140	-	-	-	-	S
49) <u>Marigold</u>									
21.1.30	12.1.30	Pinnace to <u>Pilgrim.</u>	John Blachford, David Gayer and others	50	-	-	8	10,000	S
50) <u>Marigold</u>									
17.2.30	15.2.30	Ralph Horsey	Ralph Horsey and others	100	-	-	-	10,000	S

App. I: Weymouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
51) <u>Mary</u>									
8.7.29	9.6.29	Pinnace to <u>Truelove.</u>	Peter Salleneufeue and others	20	-	-	4	10,000	S
52) <u>Mermaid</u>									
19.1.28	17.12.27	Pinnace to <u>Sara Bonadventure.</u>	Henry Waltham, David Gayer and others	40	-	-	6	10,000	S/F
-	9.7.30	Pinnace to <u>Sara Bonadventure.</u>	Robert Gayer and others	25/ 50	-	-	6	10,000	S
53) <u>Mermaid</u>									
15.11.28	25.10.28	Pinnace to <u>Sara Bonadventure.</u>	John Davies and others	28	4	30	6	7,000	S/F
54) <u>Niger</u>									
-	8.10.30	-	Jonathan Downes and others	90	-	-	-	-	S
55) <u>Phoenix</u>									
3.2.27	2.2.27	Pinnace to <u>Hopewell.</u>	Thomas Prowse	35	-	-	-	-	S
-	8.2.27	With pinnace.	John Lockyer	40	6	40	9	-	S
1.1.28	28.12.27	Pinnace to <u>Dragon.</u>	John Lockyer and others	36	-	-	6	10,000	S

App. I: Weymouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
55) <u>Phoenix</u> (cont'd)									
9.5.29	13.3.29	Pinnacle to <u>Dragon.</u>	John Lockyer and others	40	-	-	6	5,000	S
56) <u>Phoenix</u>									
11.5.27	7.5.27	Pinnacle to <u>Dragon.</u>	Edward Roye	40	4	35	4	10,000	F
57) <u>Phoenix</u>									
-	9.2.27	Pinnacle to <u>Gift of God.</u>	Robert Bassett	40	6	40	9	-	S
58) <u>Phoenix</u>									
5.11.30	8.10.30	Pinnacle to <u>Long John.</u>	Henry Waltham and others	50	-	-	1	10,000	S
59) <u>Pilgrim</u>									
26.2.28	29.1.28	With pinnacle.	William Holmes	200	18	80	12	10,000	S/F
21.1.30	12.1.30	With pinnacle.	William Holmes David Gayer and others	160	14	70*	8	10,000	S
60) <u>Pilgrim</u>									
12.2.29	26.1.29		John Monk and others	140	10	30	6	5,000	S/F



App. I: Weymouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
61)	<u>Robert and John</u>								
19.1.28	17.12.27	Pinnace to <u>Robert Wall Elizabeth.</u>	William Waltham and Thomas Gayer	40	- see ship	-	8	10,000	S/F
62)	<u>Sara and Katherine</u>								
5.6.27	18.5.27	With pinnace. Thomas Chaplin.	John Hill	50	60*	6	6	5,000	S/F
63)	<u>Sara Bonadventure</u>								
19.1.28	17.12.27	With pinnace. Richard Champion	Henry Waltham, David Gayer and others	100	10	60	6	10,000	S/F
8.8.29	15.7.29		Robert Gayer and others	100	12	60	6	5,000	S
-.-.30	9.7.30	With pinnace. Robert Gayer	Robert Gayer and others	100	18	80	6	10,000	S
64)	<u>Sara Bonadventure</u>								
15.11.28	25.10.28	With pinnace. John Davies	John Davies and others	100	10	80	6	7,000	S/F
65)	<u>Seaflower</u>								
22.1.30	7.1.30	Pinnace to <u>Abigail.</u>	Henry Michell and others	60	- see ship	-	8	10,000	S
66)	<u>SeaLove</u>								
-	23.11.25	Pinnace to <u>Dragon.</u>	John Lockyer	80	8	40	12	6,000	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
67) <u>Scout</u>									
19.5.27	-	Pinnace to <u>Leopard.</u>	John Freake	60	-	-	6	5,000	F
68) <u>Shuttle</u>									
20.3.27	21.2.27		Richard Champion	30	5	35	5	-	S
69) <u>Shuttle</u>									
14.8.27	14.8.27		Richard Wright and Gregory Babbidge	30	4	30	5	10,000	S/F
16.7.28	5.7.28		Richard Wright and Gregory Babbidge	40	4	40	6	8,000	S/F
18.4.29	21.3.29		Richard Wright and Gregory Babbidge	40	6	30	4	5,000	S/F
11.2.30	6.2.30		Richard Wright and Gregory Babbidge	40	4	30	6	5,000	S
15.10.30	29.9.30	Pinnace to <u>Willing Mind.</u>	Gregory Babbidge	50	-	-	5	10,000	S
70) <u>Speedwell</u>									
11.5.27	7.5.27	Pinnace to <u>Dragon.</u>	Edward Roye	25	3	30	4	10,000	F
71) <u>Speedwell</u>									
9.10.27	8.10.27	Pinnace to <u>Judith.</u>	Jones Dennis	30/ 40	-	-	6	-	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
71) <u>Speedwell</u> (cont'd)									
2.3.29	11.2.29	Pinnacle to <u>Judith.</u>	Jonas Dennis and others	40	-	-	6	-	S/F
72) <u>St. Nicholas</u>									
27.5.26	24.5.26	Peter Salleneufeue	Peter Salleneufeue	90	6/4m	56	12	20,000	S
73) <u>Stephen</u>									
9.1.28	18.12.27	With pinnacle.	Stephen Petitfills and others	100	12	80	6	10,000	S/F
22.12.28	20.12.28	With pinnacle.	Stephen Petitfills and others	100	16	130*	8	10,000	S/F
74) <u>Swiftsure</u>									
2.10.30	29.9.30	Pinnacle to <u>Harry and John.</u>	John Gardner and others	40	-	-	3	10,000	S
75) <u>Thomazine</u>									
20.1.30	18.1.30	With pinnacle.	Jonas Dennis and others	120	12	60*	8	10,000	S
76) <u>Truelove</u>									
-	1.4.26	With pinnacle.	Edward Roye and others	100	-	-	-	-	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
76) <u>Truelove</u> (cont'd)									
5.5.27	1.5.27	With pinnacle.	Peter Salleneufeue Edward Roye	100	12	80	12	3,000	F
31.10.27	13.8.27		Peter Salleneufeue Peter Salleneufeue	80	6	50	6	5,000	S
18.7.28	14.6.28		Peter Salleneufeue Peter Salleneufeue and others	60	8	60	6	5,000	S/F
8.7.29	9.6.29	With pinnacle.	Peter Salleneufeue Peter Salleneufeue	80	10	50	4	10,000	S
77) <u>Willing Mind</u>									
15.10.30	29.9.30	With pinnacle.	Richard White Gregory Babbidge	80	9	70*	5	10,000	S
78) <u>Unknown</u>									
22.12.28	20.12.28	Pinnacle to <u>Stephen.</u>	Stephen Petitfills	80	-	- see ship -	8	10,000	S/F
79) <u>Unknown</u>									
21.2.30	1.2.30	Pinnacle to <u>(Great) Catherine.</u>	Robert White and others	30	-	- see ship -	8	10,000	S



App. I : Lyme Regis

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>Lyme Regis</u>									
1) <u>Bonadventure</u>									
5.1.27	2.1.27	William Wilson	William Wilson	70	8	30	4	-	S
2) <u>Bonadventure</u>									
30.6.27	30.6.27	Barnard Drake	Barnard Drake and others	80	8	50	6	10,000	F
1.10.27	28.8.27	Barnard Drake	Barnard Drake and others	80	-	-	-	-	S
3) <u>Bonadventure</u>									
21.2.28	20.2.28	With pinnace.	Richard Davye	100	10	60	5	5,000	S/F
4) <u>Desire</u>									
21.2.28	20.2.28	Pinnace to <u>Bonadventure.</u>	Richard Davye and others	30	-	-	5	5,000	S/F
5) <u>Goose</u>									
12.12.29	17.10.29	Pinnace to <u>Swan.</u>	John Hallatt, Abel Thomas and others	40	-	-	5	10,000	S
28.9.30	11.9.30	Pinnace to <u>Swan.</u>	John Nutt and others	40	-	-	12	10,000	S

App. I: Lyme Regis contd., Exeter

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
6) <u>Handmaid</u>									
12.3.28	11.3.28	Pinnace to <u>Mary</u> .	Abraham Clarke and others	30	-	-	-	10,000	S/F
7) <u>Mary</u>									
12.3.28	11.3.28	With pinnace. Abraham Clarke	Abraham Clarke and others	80	6	40	-	10,000	S/F
8) <u>Star</u>									
14.8.28	11.8.28	Henry Trall?	Henry Trall? and others	40	6	60	6	5,000	S/F
9) <u>Swan</u>									
7.10.28	3.10.28	Abel Thomas	Richard Alford, John Hallett and others	90	8	30	6	4,000	S/F
12.12.29	17.10.29	With pinnace. Abel Thomas	John Hallett and Abel Thomas	80	9	60	5	10,000	S
28.9.30	11.9.30	With pinnace. John Nutt	John Nutt and others	80	14	80*	12	10,000	S
<u>Exeter</u> (including Topsham, Exmouth and Lymstome)									
1) <u>DeLight</u>									
23.8.28	14.8.28	Pinnace to <u>Pleasure</u> .	Richard Saunders, George Blackhall and others	30	-	- see ship -	6	10,000	S/F

App. I: Exeter

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
2) <u>Dolphin</u>									
19.7.28	17.7.28	With pinnace.	John Vasse	220	22	100*	6	10,000	S/F
3) <u>Dove</u>									
8.10.28	28.9.28	Gideon Haydon	Gideon Haydon and others	80	8	40/ 80	12	-	S/F
4) <u>Drake</u>									
25.4.28	21.4.28	Barnard Drake	Barnard Drake and others	35	4	30	6	10,000	S/F
5) <u>Edward</u>									
22.5.28	3.5.28	William Pyle	Thomas White and others	20	2	25	6	5,000	F
6) <u>Elizabeth</u>									
15.3.30	4.3.30	Ralph Langley	Ralph Langley and others	100	8	50	5	5,000	S
7) <u>Endeavour</u>									
8.2.28	18.1.28	Richard Langford	George Harris and others	100	10	60	4	-	S/F
8) <u>Endeavour</u>									
2.3.29	29.1.29	Thomas Browne	John Lynn and others	100	8	50	8	5,000	S/F
22.12.29.	3.12.29	Humphrey Barnes	John Lynn and others	100	8	30	6	10,000	S

App. I : Exeter

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
9) <u>Ephraim</u>									
24.5.27	-	-	William Pike and others	10	-	10	6	2,000	F
10) <u>Fellowship</u>									
-	28.3.28	With pinnace.	William Jarman	-	8	40	6	5,000	S/F
28.2.29	11.2.29	With pinnace.	George Tanner, William Lee and others	120	14	70*	8	5,000	S/F
19.1.30	2.1.30		George Tanner and others	120	10	30	8	10,000	S
11) <u>Friendship</u>									
28.2.29	11.2.29	Pinnace to <u>Fellowship.</u>	George Tanner, William Lee and others	70	- see ship	-	8	5,000	S/F
12) <u>George</u>									
13.9.27	16.5.27	Pinnace to <u>Thunder.</u>	Allen Penny and others	30	-	-	8	-	S/F
13) <u>George</u>									
7.4.27	23.2.27	Pinnace to <u>Willing Mind.</u>	George Crosse	40	-	-	12	-	S
14) <u>George</u>									
31.7.27	4.7.27		John Lynn and others	40	4	30	6	5,000	S/F



App. I : Exeter

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
14)	<u>George</u> (cont'd)								
18.7.28	7.7.28	Peter Smyth	John Lynn and others	40	4	30	4	-	S/F
9.3.29	29.1.29	William White	John Lynn and others	40	4	30	6	5,000	S/F
-	15.5.30	David Howe	John Lynn and others	50	5	20	6	5,000	S
15)	<u>Goodwill</u>								
15.10.28	-	Joseph Stratten	Joseph Stratten and others	40	4	30	4	7,000	S
16)	<u>Greyhound</u>								
4.5.30	19.4.30	Pinnace to <u>Willing Mind</u> .	William Seavy and others	40	- see ship	-	7	10,000	S
17)	<u>Hopewell</u>								
24.3.29	26.1.29	Ralph Langley	George Blackhall and others	60	4	40	6	5,000	S/F
18)	<u>John</u>								
18.5.27	10.5.27	Pinnace to <u>Thomas</u> .	Robert Adams	50	- see ship	-	6	2,000	S/F

App. I : Exeter

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>19) John and Margaret</u>									
29.8.26	25.7.26	Andrew Fulford	Andrew Fulford and others	150/ 250	10	70	8	-	S
<u>20) John and Margaret</u>									
5.9.27	20.6.27	Daniel Vasse	Allen Penny and others	150	10	60	12	4,000	S/F
-	17.7.28	With pinnace.	Daniel Vasse	140	14	60*	-	10,000	S/F
10.4.29	-	With pinnace.	Daniel Vasse	140	-	-	-	-	S/F
<u>21) Mary</u>									
12.6.28	6.6.28	John Whittocke	John Whittocke and others	30	4	20	6	3,000	F
<u>22) Mary Margaret</u>									
12.5.26	6.5.26	Daniel Vasse	Daniel Vasse	60	4/4m	18	6	10,000	S
10.2.27	2.1.27	John Nutt	Daniel Vasse, Henry Pope and others	70	6	20	6	-	S
<u>23) Margaret</u>									
23.8.28	14.8.28	With pinnace.	Edward Crosse	90	12	80*	6	10,000	S
17.3.30	20.2.30	Edward Crosse	William Drake and others	80	8	30	6	5,000	S

App. I : Exeter

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>24) Pleasure</u>									
23.8.28	14.8.28	With pinnace.	Richard Saunders, Thomas Blackhall and others	140	16	100*	6	10,000	S/F
<u>25) Providence</u>									
3.4.27	2.2.27		Edward Crosse	50/ 55/60	6	50	12	5,000	S/F
<u>26) Providence</u>									
-	17.7.28	Pinnace to <u>John and Margaret.</u>	Allen Penny and others	50	- see ship	-	-	10,000	S/F
10.4.79	-	Pinnace to <u>John and Margaret.</u>	Allen Penny and others	50	-	-	-	-	S/F
<u>27) Refuge</u>									
19.2.28	8.12.27		Hugh Crocker and others	90	8	40	6	-	S/F
9.2.29	6.12.28	With pinnace.	Hugh Crocker and others	100	14	60*	6	6,000	S/F
<u>28) Refuse</u>									
17.5.28	8.5.28		Matthew Barker and others	12	2m	25	3	5,000	F

App. I: Exeter

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>29) Regard</u>									
20.6.27	7.5.27	Samuel Crocker	John Cooze/Cowes?	200	12	60	12	-	S/F
<u>30) Regard</u>									
19.7.28	17.7.28	-	Gilbert Sweete and others	200	16	80	6	6,000	S/F
-	9.6.29	- Nutt	Gilbert Sweete and others	200	-	-	-	-	S
<u>31) Renew</u>									
21.12.29	6.10.29	Robert Babb	Thomas White and others	100	8	30	6	6,000	S
<u>32) Resolution</u>									
13.10.26	10.10.26	Randolph Edge	Peter Taylor and others	120	12/4m	30	6	-	S
<u>33) Resolution</u>									
17.8.27	17.7.27	Thomas Gould	Thomas Crossinge and others	120	-	-	-	10,000	F
-	25.7.28	Thomas Gould	Thomas Crossinge and others	120	12	80	6	10,000	S/F
8.1.29	-	Thomas Gould	Thomas Crossinge and others	120	-	-	-	-	S/F
<u>34) Rose</u>									
23.6.28	5.5.28	Henry Tayler	Henry Battishill and others	80	8	60	6	5,000	S/F



App. I : Exeter

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
35) <u>Speedwell</u>									
23.8.28	14.8.28	Pinnace to <u>Margaret.</u>	Sir John Drake and others	35	-	-	6	10,000	S/F
36) <u>Speedwell</u>									
3.9.30	5.8.30	With pinnace. John Venner	George Martin and others	80	-	-	-	-	S
37) <u>Swallow</u>									
19.7.28	17.7.28	Pinnace to <u>Dolphin.</u>	Allen Penny and others	30/ 40	-	- see ship -	6	10,000	S/F
38) <u>Swallow</u>									
9.2.29	6.12.28	Pinnace to <u>Refuge.</u>	Hugh Crocker and others	30/ 40	-	- see ship -	6	6,000	S/F
39) <u>Swan</u>									
21.3.28	8.5.28	Pinnace to <u>Willing Mind.</u>	George Crosse, Gilbert Sweete and others	30	-	- see ship -	8	10,000	S/F
40) <u>Thomas</u>									
18.5.27	10.5.27	With pinnace. Robert Adams	Robert Adams	80	12	100*	6	2,000	S/F

App.I: Exeter

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F	
41) <u>Thunder</u>										
13.9.27	16.5.27	With pinnace.	John Eastcott	Allen Penny and others	160/ 100	12	60	6/8	-	S/F
42) <u>Unicorn</u>										
16.8.28	21.7.28		Samuel Wade	Henry Battishill and others	150	-	-	-	-	S/F
17.3.29	14.3.29		William Showers	Henry Battishill and others	140	12	50	6	5,000	S/F
43) <u>Violet</u>										
10.10.28	28.9.28		John Collins	John Collins and others	40	5/8	40	4	10,000	S/F
44) <u>Violet</u>										
3.9.30	5.8.30	Pinnace to <u>Speedwell.</u>	Robert Babb	George Martin and others	40	-	-	-	-	S
45) <u>William</u>										
14.11.27	12.10.27		Richard Dutton	William Carey	30	4	30	2	10,000	S/F
46) <u>William</u>										
-	28.3.28	Pinnace to <u>Fellowship.</u>	-	William Jarman and others	30	4	20	6	5,000	S/F

App. I : Exeter

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>47) Willing Entrance</u>									
-	23.10.26	-	George Crosse	200	12	40	6	-	S
12.4.27	28.5.27	Richard Langford	George Crosse, Gilbert Sweete and others	200	12	100	12	4,000	S/F
1.12.27	23.11.27	-	George Crosse and others	200	12	50	6	-	S/F
<u>48) Willing Mind</u>									
17.3.26	4.10.25	George Crosse	George Crosse	170	14	50	12	5,000	S
17.8.26	25.7.26	George Crosse	George Crosse	150	14	60	8	-	S
7.10.26	16.9.26	Stephen Tayler	George Crosse	160	14	60	8	-	S
7.4.27	23.2.27	With pinnacle.	George Crosse	150	14	100	12	-	S
-	28.5.27	George Crosse	George Crosse, Gilbert Sweete and others	160	10	100	12	4,000	F
12.10.27	20.9.27	Paul Baylie	George Crosse, Gilbert Sweete and others	160	10	100	8	-	S/F
21.3.28	8.5.28	With pinnacle.	John Lymbry George Crosse, Gilbert Sweete and others	150	14	100*	8	10,000	S/F

App. I: Exeter contd., Torquay, Dartmouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>49) Willing Mind</u>									
4.5.30	19.4.30	With pinnace.	William Seavy	150	18	50*	7	10,000	S
<u>Torquay</u>									
1) <u>Benjamin</u>									
31.7.27	27.7.27		Henry Barnes and others	35	4	30	6	5,000	S/F
2) <u>Providence/Prudence?</u>									
14.4.27	10.4.27		Humphrey Barnes	80	-	-	-	-	S
9.6.27	4.6.27		Humphrey Barnes	90	6	20	6	5,000	F
<u>Dartmouth (including Kingswear)</u>									
1) <u>Adventure</u>									
7.7.28	25.6.28		William Hammett	100	10	60	4	10,000	S/F
2) <u>Adventure</u>									
26.3.29	3.2.29	With pinnace.	John Smart	120	10	50	8	5,000	S/F
13.5.30	10.4.30	With pinnace.	William Atkins	120	14	50*	6	10,000	S



App. I : Dartmouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>3) Adventure</u>									
11.10.28	28.9.28	Pinnace to <u>Dolphin.</u>	Roger Matthew and others	40	- see ship	-	6	5,000	S/F
-	6.5.29	Pinnace to <u>Dolphin.</u>	Roger Matthew and others	40	- see ship	-	8	10,000	S
13.3.30	8.3.30	Pinnace to <u>Dolphin.</u>	Richard Smyth and others	40	- see ship	-	6	10,000	S
<u>4) Adventure</u>									
9.2.30	18.1.30	Pinnace to <u>Merchant Royal.</u>	John Shapley and others	30	- see ship	-	6	10,000	S
<u>5) Ann Maid</u>									
31.12.28	15.11.28	With pinnace.	Nicholas Roope and others	120	10	26	12	10,000	S/F
<u>6) Antelope</u>									
30.7.30	24.7.30	With pinnace.	Robert Archbutt and others	30	-	-	-	10,000	S
<u>7) Barbara Constant</u>									
28.11.28	25.11.28	With pinnace.	Thomas Woodward and others	80	12	60*	-	5,000	S/F

App. I : Dartmouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>8) Benediction</u>									
6. 2.27	27.1.27	Robert Cade	Arthur Champernowne and others	160	8	54	12	-	S
18.12.27	3.12.27	Alexander Shapleigh	Arthur Champernowne and others	160	-	-	-	10,000	S
<u>9) Blessing</u>									
-	11.3.26	William Sevy	Andrew Voysey	80	-	-	-	-	S
<u>10) Blessing of God</u>									
21.12.26	10.12.26	John Ball	Andrew Voysey	120	8	36	-	-	S
12.4.28	12.4.28	John Ball	Andrew Voysey	120	8	36	12	10,000	S
<u>11) Bridgett</u>									
2.9.30	10.8.30	With pinnacle. William Booth	Arthur Champernowne and others	80/ 100	10	30	8	10,000	S
<u>12) Chidley</u>									
-	11.3.26	Robert Sparke	Arthur Champernowne	140	-	-	-	-	S
6.11.26	28.10.26	Robert Sparke	Arthur Champernowne	140	14	50	6	-	S
21.12.27	4.12.27	John Tawley	Arthur Champernowne	140	12	40	8	-	S

App. I : Dartmouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
12) <u>Chidley</u> (cont'd)									
5.3.29	21.3.29	With pinnace.	William Symons Arthur Champernowne and others	140/ 120	16	80*	6	10,000	S/F
13) <u>Chidley</u>									
4.10.28	28.9.28		Andrew Fulford and others	140	12	60	6	7,000	S/F
14) <u>Christopher</u>									
20.4.27	18.4.27		James Gudderidge John Lane	100	8	40	10	-	S
15) <u>Comfort</u>									
-	6.9.27		Thomas Cade George Littlejohn	-	-	-	-	-	S/F
16) <u>Content</u>									
16.10.26	3.10.26		Nicholas Gudderidge Nicholas Roope	100	-	-	-	-	S
3.5.27	1.5.27		Nicholas Gudderidge Nicholas Roope	140	8	45.	9	2,000	F
15.3.28	13.3.28	With pinnace.	William Cutt Nicholas Roope	100	-	-	-	10,000	S
17) <u>Content</u>									
9.2.29	7.2.29	Pinnace to <u>Fortune.</u>	Mark Hawkins and others	80	-	-	8	5,000	S/F

App. I: Dartmouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
18) <u>Dainty</u>									
31.12.28	15.11.28	Pinnacle to <u>Ann Maid.</u>	Titus Tapley Nicholas Roope and others	40	6	12	12	10,000	S/F
19) <u>Dainty</u>									
28.9.30	13.9.30	With pinnacle.	James Reskimer others	70	8	60*	6	10,000	S
20) <u>Desire</u>									
10.1.30	12.11.29	With pinnacle.	William Gullet and others	100	14	60*	8	10,000	S
21) <u>Diamond</u>									
16.7.27	30.6.27		Zachary Flute Richard Smith and others	50	4	40	6	4,000	F
22) <u>Diamond</u>									
20.6.29	4.6.29		Robert Nutt Walter Dyamant and others	50	6	40	6	2,000	S
23) <u>Dolphin</u>									
20.12.26	3.12.26		Thomas Browne William Plumleigh, Roger Matthew and others	200	12	60	12	-	S
11.10.28	28.9.28	With pinnacle.	Richard Smyth Roger Matthew and others	200	18	70*	6	5,000	S/F



App. I: Dartmouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
-	6.5.29	With pinnacle.	Richard Smyth	200	20	130*	8	10,000	S
	13.3.30	With pinnacle.	Richard Smyth and others	200	18	60*	6	10,000	S
24) <u>Dorothy</u>									
	30.7.30	Pinnacle to <u>Antelope.</u>	Robert Archbutt and others	20	-	-	-	10,000	S
25) <u>Eagle</u>									
	10.2.29	20.1.29	With pinnacle.	Robert Sparke	150	80*	6	10,000	S/F
26) <u>Elizabeth Adventure</u>									
	8.10.30	13.9.30	With pinnacle.	Nicholas Stidson	60	50*	6	10,000	S
27) <u>Endeavour</u>									
	10.1.29	3.1.29	With pinnacle.	John Lower	220	80*	12	10,000	S
28) <u>Endeavour</u>									
	17.4.29	15.4.29	With pinnacle.	John Lane	150	70*	8	5,000	S
	19.10.30	16.10.30	With pinnacle.	James Guddridge	150	60*	8	10,000	S

App. I : Dartmouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
29) <u>Fortune</u>									
9.2.29	7.2.29	With pinnacle.	John Tawley	250	15	60*	8	5,000	S/F
30) <u>Fortune</u>									
23.10.27	29.9.27	Adrian Staplehill	Adrian Staplehill and others	150	10	30	6	10,000	S/F
31) <u>Fox</u>									
9.11.27	2.11.27	James Bond	Richard Smith and others	40	8	30	7	10,000	S
15.7.28	14.7.28	With pinnacle.	James Bond	60	11	80	12	10,000	S/F
32) <u>Fox</u>									
7.6.27	4.6.27	John Martyn	John Martyn	20	2/1	22	3	-	F
33) <u>Francis</u>									
2.9.30	10.8.30	Pinnacle to <u>Bridget.</u>	Arthur Champernowne and others	40	-	-	8	10,000	S
34) <u>Francis</u>									
-	10.7.26	William Symons	William Bugganne	150	-	-	-	-	S

App. I: Dartmouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
35) <u>Golden Cat</u>									
15.1.27	28.11.26		James Treworthie	240	14	50	12	-	S
12.9.27	18.8.27		William Douglas	240	20	60	8	10,000	S/F
36) <u>Greyhound</u>									
8.5.30	19.4.30		Alexander Champernowne and others	60	6	30	6	5,000	S
37) <u>Hercules</u>									
14.7.27	12.7.27		Thomas Newcomen	250	18	60	12	-	S/F
23.3.29	3.3.29		Nicholas Roope	140	12	50	8	5,000	S/F
8.11.30	30.11.30	With pinnacle.	Nicholas Roope and others	150	12	60	7	6,000	S
38) <u>Honour</u>									
28.9.30	13.9.30	Pinnacle to <u>Dainty.</u>	John Newcomen and others	30	-	-	6	10,000	S
39) <u>Increase</u>									
15.7.28	14.7.28	Pinnacle to <u>Fox.</u>	James Reskimer and others	25	-	-	12	10,000	S/F

App. I: Dartmouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
40) <u>John</u>									
10.2.29	20.1.29	Pinnace to <u>Eagle.</u>	William Hill and others	70	- see ship	-	6	10,000	S/F
41) <u>Katherine</u>									
15.3.28	13.3.28	Pinnace to <u>Content.</u>	Nicholas Roope	40	-	-	-	10,000	S
5.5.28	29.4.28	Pinnace to <u>Rose.</u>	Nicholas Roope and others	30	-	-	-	10,000	F
42) <u>Laurel</u>									
-	13.4.26		Nicholas Roope	40	-	-	-	-	S
16.4.27	13.1.27		Nicholas Roope	40	6	40	12	-	S
3.5.27	1.5.27	With pinnace.	Nicholas Roope	40	6	33	12	2,000	F
43) <u>Little Laurel</u>									
31.5.27	1.5.27	Pinnace to <u>Laurel.</u>	Nicholas Roope	7	-	-	-	-	F
44) <u>Little Isaac</u>									
28.11.28	25.11.28	Pinnace to <u>Barbara Constant.</u>	Thomas Woodward and others	50/ 30	- see ship	-	-	5,000	S/F



App. I : Dartmouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
45) <u>Luke</u>									
-	11.3.26	John Newman	John Newman	180	-	-	-	-	S
22.8.27	18.8.27	John Newman	John Newman	180	12	60	6	10,000	F
46) <u>Martin</u>									
5.3.29	21.3.29	Pinnace to <u>Chidley.</u>	Arthur Champernowne and others	.35-	see ship -	-	6	10,000	S/F
47) <u>Mary</u>									
29.5.27	16.5.27	Pinnace to <u>Trial.</u>	Thomas Woodward	6	-	-	6	1,000	F
									weeks
48) <u>Mary</u>									
31.10.29	1.9.29	William Gostlett	Arthur Champernowne	25	-	-	-	-	S
49) <u>Mary</u>									
-	19.4.30	William Pyle	William Pyle and others	30	4	20	6	5,000	S
50) <u>Merchant Royal</u>									
23.4.29	28.3.29	William Booth	John Shapleigh and others	120	10	70	6	10,000	S/F
9.2.30	18.1.30	With pinnace.	John Shapleigh and others	120	14	60*	6	10,000	S

App. I : Dartmouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
51) <u>Nutt</u>									
22.6.29	3.6.29	Anthony Follett	Anthony Follett and others	120	12	60*	6	5,000	S
52) <u>Peter</u>									
8.11.30	30.10.30	Pinnacle to <u>Hercules.</u>	John Newman and others	50	-	-	7	10,000	S
53) <u>Phoenix</u>									
28.5.28	15.4.28	John Heydon	Rawley Gilbert and others	100	6	-	-	10,000	S/F
54) <u>Reformation</u>									
19.4.27	21.4.27	With pinnacle. William Cary	Sir Edward Seymour	200	18	100	8	-	S
3.5.27	1.5.27	With pinnacle. William Cary	Sir Edward Seymour	200	8	70	6	-	F
5.4.28	25.3.28	With pinnacle. Edward Crosse	Sir Edward Seymour and Sir John Drake	250	18	120	5	10,000	S/F
11.11.29	5.11.29	Edward Wicott	Sir Edward Seymour and others	200	16	56	12	10,000	S
55) <u>Rose</u>									
30.1.27	18.1.27	John Milberry	Nicholas Roope	150	10	55	12	-	S
3.5.27	1.5.27	John Milberry	Nicholas Roope	160/ 100	10	55	9	2,000	F

App. I : Dartmouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
55) <u>Rose</u>	(cont'd)								
13.12.27	20.11.27	William Symonds	Nicholas Roope and others	150	10	32	12	10,000	S
5.5.28	29.4.28	With pinnacle.	Nicholas Roope and others	150	-	-	-	10,000	F
56) <u>Samaritan</u>									
6.4.26	7.4.26	William Harte	Sir Edward Seymour	200	16	120	6	3,000	S
17.12.28	13.12.28	-	Sir Edward Seymour	300	20	100	-	10,000	S/F
16.2.29	-	Robert Addams	Sir Edward Seymour	500	-	-	-	-	S/F
57) <u>Samaritan</u>									
22.2.28	7.2.28	John Taylor	Richard Lane and others	130	10	40	6	5,000	S/F
58) <u>Speedwell</u>									
5.4.28	25.3.28	Pinnacle to <u>Reformation.</u>	Sir Edward Seymour and Sir John Drake	30	4	30	5	10,000	S/F
59) <u>Speedwell</u>									
17.4.29	15.4.29	Pinnacle to <u>Endeavour.</u>	John Lane and others	40	- see ship	-	8	5,000	S
19.10.30	16.10.30	Pinnacle to <u>Endeavour.</u>	John Lane and others	50	- see ship	-	8	10,000	S

App. I: Dartmouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
60) <u>Squirrel</u>	19.9.27	17.9.27	James Buffield George Rookes and others	60	6	40	6	-	S/F
61) <u>St. Nicholas</u>	21.12.27	4.12.27	William Phillips Arthur Champernowne	140	10	30	8	10,000	F
62) <u>(St.) Nicholas</u>	5.5.29	31.3.29	Robert Turpin Francis Champernowne and others	200	-	-	-	10,000	S/F
63) <u>Trial</u>	29.5.27	16.5.27	Thomas Woodward	35	-	50	6	1,000	F
	15.6.28	24.6.28	Thomas Woodward and others	30	2	30	4	3,000	F
64) <u>Ursula</u>	8.10.30	13.9.30	Nicholas Roope and others	50	-	-	6	10,000	S
65) <u>Vineyard</u>	19.1.29	3.1.29	John Richards and John Budley	70/ 80	-	-	12	10,000	S



App. I : Dartmouth contd., Salcombe, Plymouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
66) <u>Watch</u>									
26.3.29	3.2.29	Pinnace to <u>Adventure.</u>	John Oxforde John Smart and others	30	-	-	8	5,000	S/F
13.5.30	10.4.30	Pinnace to <u>Adventure.</u>	John Luke John Smart and others	40	-	see ship -	6	10,000	S
67) <u>Young Edward</u>									
21.4.27	19.4.27	Pinnace to <u>Reformation.</u>	William Hart Sir Edward Seymour	50	4	30	8	-	S
3.5.27	1.5.27	Pinnace to <u>Reformation.</u>	John Cooke Sir Edward Seymour	40	3	30	6	-	F
<u>Salcombe</u>									
1) <u>Helen</u>									
22.5.27	21.5.27		Richard Cookworthy Richard Cookworthy	100	6	60	3	2,000	S/F
<u>Plymouth</u>		(including Saltash, Stonehouse and Oreston)							
1) <u>Amy</u>									
25.6.26	5.11.26		Adrian Anthony Sir James Bagg	80	6	50	5	10,000	S

App. I : Plymouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES, £	S/F
2) <u>Andrew</u>									
30.7.27	4.7.27	John Corbin	Jerome Roche	50/ 150	12	60	6	10,000	S/F
3) <u>Anne</u>									
26.2.27	12.2.27	James Baker	Nicholas Harris and others	100	5	20	8	-	S
4) <u>Anne</u>									
23.10.30	16.10.30	Hugh Sampson	Stephen Peirce and others	60	6	40	6	10000	S
5) <u>Anthony</u>									
24.11.25	15.11.25	Sir Anthony Hinton	Sir Anthony Hinton	300	24	100	10	5,000	S
6) <u>Brave</u>									
31.8.30	14.7.30	Daniel Richard	James Forran and others	30	-	-	6	1,000	S
		Pinnace to <u>Fortune.</u>							
7) <u>Centurion</u>									
-	24.1.28	Roger Rowe?	Robert Trelawney and others	100	10	50	6	10,000	S/F
18.8.28	-	Jerome Roche	Robert Trelawney and others	100	-	-	-	-	S/F

App. I: Plymouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
8) <u>Charles</u>									
11.3.29	2.2.29	With pinnace.	Matthew Burgins and others	140	16	120*	6	10,000	S/F
9) <u>Confidence</u>									
30.3.28	-	With pinnace.	Nicholas Opie and Robert Trelawney	50	-	-	-	-	F
6.4.29	25.3.29	With pinnace.	Lewis Barrow	50	8	50	5	5,000	F
-	21.7.29	With pinnace.	Robert Trelawney	50	-	-	-	-	S
11.9.29	1.9.29	With pinnace.	Lawrence Johnson Nicholas Opie and Robert Trelawney	50	-	-	-	10,000	S
10) <u>Consent</u>									
12.11.28	1.10.28		John Jope and others	120	10	40	6	5,000	S/F
11) <u>Delight</u>									
13.10.28	28.9.28	Pinnace to <u>Merchant Bonadventure.</u>	John Harwood George Andrews and others	35	-	- see ship -	8	10,000	S/F
12) <u>Delight</u>									
4.7.28	6.6.28		Hugh Sampson William Rowe and others	25	4	25	6	2,000	S/F

App. I : Plymouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
13) <u>Diana</u>									
6.11.28	18.10.28	Pinnace to <u>St. George.</u>	John Pomeroy.	William Topson and others	30	- see ship -	6	10,000	S/F
14) <u>Dolphin</u>									
-	11.3.26		Walter Hele	Nicholas Sherwill and others	200	-	-	-	S
27.1.27	15.12.26		Walter Hele	Nicholas Sherwill and others	200	18	12	-	S
12.2.28	12.1.28		Walter Hele	Nicholas Sherwill and others	200	14	12	-	S/F
15) <u>Edward Bonadventure</u>									
3.7.26	26.6.26		John Smart	John Smart and others	60	8	12	5,000	S
2.7.27	18.6.27		John Smart	John Smart and Edward Amerideth	80	10	6	10,000	S/F
16) <u>Elizabeth</u>									
22.12.28	20.12.28		With pinnace. Matthew Cassemarte	Matthew Cassemarte others	50	8	6	10,000	F
14.5.29	11.5.29		With pinnace. Matthew Cassemarte	Matthew Cassemarte others	50	10	8	10,000	S



App. I: Plymouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>17) Elizabeth and Katherine</u>									
22.8.27	11.8.27	William Carkett	Henry Barnes	50	6	40	12	-	S/F
<u>18) Esperance</u>									
31.5.28	15.5.28	Jacob Frost	John White and others	12	-	20	4	3,000	F
<u>19) Esperance</u>									
11.3.29	27.2.29	Paul Divernett	James Waddon and others	100	8	40	6	5,000	S/F
<u>20) Estienne</u>									
-	29.4.26	Gabriel Molley	John Forran	120	-	-	-	-	S
<u>21) Expectation</u>									
26.2.28	31.1.28	George Pentecost	George Pentecost and others	100	8	30	6	10,000	S/F
<u>22) Expectation</u>									
-	11.5.30	Pinnacle to <u>Unity.</u>	John Ford	60	-	-	-	-	S
<u>23) Fellowship</u>									
23.8.27	18.4.27	John Lewer	John Lewer	160	14	80	12	-	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>24) Fellowship</u>									
-	4.6.27		William Pomeroy	160	-	-	-	-	F
<u>25) Fellowship</u>									
9.3.30	8.3.30		William Topson and others	150	10	50	8	10,000	S
<u>26) Foodroyan</u>									
26.6.29	20.6.29	With pinnace.	Richard Donnell	150	12	70	6	10,000	S
<u>27) Fortune</u>									
-	23.2.28		Sir James Bagg	200	18	80	12	10,000	S/F
<u>28) Fortune</u>									
2.7.27	2.7.27	With pinnace.	James Forran	80	10	80	7	20,000	F
-	20.12.27	With pinnace.	James Forran	100	18	140	6	10,000	S
30.12.28	2.12.28	With pinnace.	James Forran and others	100	10	60	6	10,000	F
20.2.29	29.1.29	With pinnace.	James Forran and others	100	10	100*	6	10,000	S
31.8.30	14.7.30	With pinnace.	James Forran and others	100	10	60	6	10,000	S

App. I : Plymouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>29) Fortune</u>									
20.10.30	9.10.30	John Calmody	John Calmody and others	120	8	30	6	10,000	S
<u>30) George</u>									
14.4.27	11.4.27	Edward Deakon	Sir James Bagg	-	-	-	-	-	S
2.7.27	22.5.27	Edward Deakon	Sir James Bagg	25	-	30	12	-	F
<u>31) George</u>									
12.2.28	21.1.28	Thomas Bowcer	John Calmody and others	30	2	30	6	10,000	S/F
<u>32) Goliath</u>									
22.5.28	20.5.28	Felmer Tiebbes	Felmer Tiebbes and others	240	18	60	4	6,000	F
<u>33) Goliath</u>									
21.6.28	26.5.28	Adrian Anthony	Edward Cocke and others	200	16	60	6	10,000	S/F
<u>34) Grave (ex-Burin)</u>									
22.5.27	18.5.27	With pinnace.	Henderson Blocke Earl of Warwick	200	-	-	-	-	F
<u>35) Griffin</u>									
23.8.28	14.8.28	Samuel Barnard	John Jope and others	80	6	30	10	6,000	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
36) <u>Hester</u>									
2.7.27	2.7.27	Pinnace to <u>Fortune.</u>	James Forran	-	-	-	7	20,000	F
-	20.12.28	Pinnace to <u>Fortune.</u>	James Forran and others	50	-	-	6	10,000	F
20.2.29	29.1.29	Pinnace to <u>Fortune.</u>	James Forran and others	30	-	see ship -	6	10,000	S
37) <u>Hope</u>									
26.4.28	11.4.28		Moses Slaney	60	4	40	4	10,000	S/F
38) <u>James</u>									
20.6.29	11.5.29		John White and others	80	8	40	8	5,000	S
29.10.30	20.10.30		James Waddon and others	90	10	60	4	10,000	S
39) <u>James</u>									
24.2.29	4.2.29		John Prynne and others	100	8	40	6	5,000	F
17.4.29	6.4.29	Pinnace to <u>Richard Teate</u> <u>Thomas and Margaret.</u>	John Prynne and others	40	-	see ship -	6	5,000	S
40) <u>Jane and Mary</u>									
22.1.28	12.1.28		John Hill and others	100	8	60	6	-	S/F



App. I: Plymouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
41) <u>John</u>									
27.9.27	14.9.27	Francis Amadas	James Waddon and John White	80	8	40	8	20,000	S/F
42) <u>John</u>									
2.7.27	18.6.27	Robert Sharpe	Sir James Bagg	80	8	50	6	10,000	S/F
43) <u>John</u>									
7.2.28	28.1.28	Pinnace to <u>Thomas and Margaret.</u>	John Prinn and others	20	-	-	8	10,000	S
44) <u>John and Thomas</u>									
1.12.28	11.11.28	Hugh Sampson	John White and others	120	12	40	8	10,000	S/F
28.12.29	21.12.29	Robert Bennett	John White and others	120	10	30	6	10,000	S
45) <u>Jonathan</u>									
-	11.3.26	John Starr	Abraham Colmer and others	180	-	-	-	-	S
30.1.27	26.12.26	John Starr	Abraham Colmer and others	180	12	50	6	-	S
5.2.28	20.12.27	John Carkeete	Abraham Colmer and others	150	14	50	8	-	S/F
7.4.30	22.3.30	Henry Stacey	Abraham Colmer and Nicholas Sherwill	150	10	40	5	10,000	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
46)	<u>Little Ambrose</u>								
9.1.27	28.11.26	Hugh Sampson	Abraham Jennings and others	60	6	50	12	-	S
47)	<u>Little George</u>								
13.10.30	18.9.30	Pinnace to <u>Richard Cudlip</u> <u>Merchant Bonadventure.</u>	George Andrews and others	40	-	-	8	10,000	S
48)	<u>Margaret</u>								
23.8.28	13.8.28	William Kitchen	William Birch and others	30	2	25	6	5,000	S/F
49)	<u>Mary</u>								
14.2.27	2.7.27	Pinnace to <u>St. Stephen.</u>	John Forran	50	-	-	6	20,000	F
13.12.28	13.12.28	Pinnace to <u>St. Stephen.</u>	Peter Forran and others	40	-	-	6	10,000	F
-	3.2.29	Pinnace to <u>St. Peter.</u>	Peter Forran and others	40	-	-	-	-	S
50)	<u>Mary</u>								
26.6.29	20.6.29	Pinnace to <u>Foodroyan.</u>	Richard Donnell and others	60	6	40	6	10,000	S
51)	<u>Mary</u>								
11.3.29	2.2.29	Pinnace to <u>Charles.</u>	Matthew Burgins and others	40	-	- see ship -	6	10,000	S/F

App. I : Plymouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
52) <u>Mary</u>									
-	21.2.29		Gabriel Greene and others	50	4	40	6	10,000	S/F
53) <u>Mary</u>									
-	15.4.28		John Prynne and others	80	10	60	6	5,000	S/F
54) <u>Mary</u>									
-	5.10.27		William Prynne	140	-	-	-	-	S/F
55) <u>Mary Rose</u>									
6.10.29	21.9.29		Henry Saunders	100	10	20	5	10,000	S
56) <u>Merchant Bonadventure</u>									
13.10.28	28.9.28	With pinnacle.	George Andrews and others	220	22	80*	8	10,000	S/F
13.10.30	18.9.30	With pinnacle.	George Andrews and others	150	14	60	8	6,000	S
57) <u>Nicholas</u>									
-	4.7.27		Sir James Bagg	120	10	60	6	10,000	S/F
8.1.28	-		Adrian Anthony	120	-	-	-	-	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>58) Patience</u>									
1.4.28	-		James Wallis	200	-	-	-	-	S/F
-	13.3.29		Francis Amadas and others	200	12	60	-	5,000	S/F
13.10.29	14.9.29		Francis Amadas and others	200	-	-	-	10,000	S
<u>59) Patience</u>									
9.11.30	30.10.30	With pinnace.	Gregory Rowe	60	-	-	-	10,000	S
<u>60) Pearl</u>									
6.11.30	23.10.30	Pinnace to <u>Revenge.</u>	Thomas Pye and others	40	-	-	-	10,000	S
<u>61) Peter</u>									
30.5.27	28.5.27		Henry Wallis	100/ 120	8	34	12	10,000	S/F
<u>62) Primrose</u>									
9.12.29	19.11.29	Pinnace to <u>Providence.</u>	John Tebowe	50	-	see ship -	12	10,000	S
8.5.30	-	Pinnace to <u>Providence.</u>	John Tebowe	50	-	-	-	-	S



App. I : Plymouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
63) <u>Prosperous</u>									
2.7.27	18.6.27	Henry Mayne	Henry Mayne and others	24	4	30	6	-	S/F
64) <u>Providence</u>									
9.12.29	19.11.29	With pinnace. James Randall	William Rowe and others	100	16	100*	12	10,000	S
8.5.30	-	With pinnace. James Randall	William Rowe and others	160	-	-	-	-	S
65) <u>Rebecca</u>									
9.11.30	30.10.30	Pinnace to <u>Patience.</u>	Gregory Rowe and others	40	-	-	-	10,000	S
66) <u>Red Lion</u>									
28.2.28	22.2.28	David Browne	David Browne and others	100	6	35	8	5,000	S/F
67) <u>Return</u>									
18.7.28	7.7.28	Lewis Spry	Thomas Ceely and others	140	12	60	6	5,000	S
68) <u>Revenge</u>									
6.11.30	23.10.30	With pinnace. Thomas Pye	Thomas Pye and others	160	-	-	-	10,000	S
69) <u>Richard</u>									
17.3.29	12.3.29	-	Peter Neau and others	40	4	30	6	5,000	F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
70) <u>Stephen</u>									
-	20.12.27	Pinnace to <u>Fortune.</u>	James Forran	40	-	-	-	-	S
71) <u>St. George</u>									
6.11.28	18.10.28	With pinnace.	William Pomeroy William Topson and others	150	20	100*	6	10,000	S/F
2.12.29	28.10.29		Nathaniel Wartors William Topson and others	150	16	80	6	10,000	S
72) <u>St. Peter</u>									
13.12.28	13.12.28	With pinnace.	Peter Forran	120	12	100*	6	10,000	F
-	3.12.29	With pinnace.	Rocke Packert Peter Forran and others	120	-	-	-	-	S
73) <u>St. Peter</u>									
2.10.28	28.9.28		Francis Greepe Nicholas Bennett and others	150	12	50	6	6,000	S/F
12.2.29	-		Francis Greepe Nicholas Bennett and others	150	-	-	-	-	S/F
74) <u>St. Stephen</u>									
3.5.26	30.4.26	With pinnace.	Peter Guillet John Forran	120	12/12m	70	6	10,000	S
-	29.12.26		John Forran	120	-	-	-	-	S
14.7.27	2.7.27	With pinnace.	John Forran	100	10	60	6	20,000	F

App. I: Plymouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
75) <u>St. Stephen</u>									
9.2.29	25.11.28		Thomas Annonier and others	100	8	40	6	5,000	S/F
76) <u>Success</u>									
2.10.30	27.9.30	Pinnacle to <u>Unicorn.</u>	William Rowe and others	40	-	-	-	10,000	S
77) <u>Swallow</u>									
2.4.29	13.3.29		Humphrey Gayer and others	50	4	40	5	5,000	S/F
78) <u>Swan</u>									
22.2.27	11.2.27		William Holly Nicholas Blake	80	6	40	6	-	S
79) <u>Thomas Discovery</u>									
3.4.27	2.2.27		Abraham Jennings and others	30	4	30	6	-	S
80) <u>Thomas and Margaret</u>									
-	22.6.28		William Prince? William Prince?	100	-	-	-	-	S
81) <u>Thomas and Margaret</u>									
8.11.26	6.11.26		John Prynne John Prynne	80	8	50	4	-	S
9.5.27	3.5.27		John Prynne John Prynne	80	8	50	4	10,000	F

App. I: Plymouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
81) <u>Thomas and Margaret (cont'd)</u>									
	7.2.28	28.1.28	With pinnace. Richard Teate	50	8	60	8	16,000	S
	24.2.29	4.2.29	Richard Teate	100	10	40	6	5,000	F
	17.4.29	6.4.29	With pinnace. Thomas Prynne	100	14	80*	6	5,000	S
	6.9.30	20.8.30	Thomas Prynne	100	10	40	6	10,000	S
82) <u>Unicorn</u>									
	2.10.30	27.9.30	With pinnace. Owen Pomeroy	150	-	-	-	10,000	S
83) <u>Unity</u>									
	-	11.5.30	With pinnace. Richard Taprill	90	-	-	-	-	S
84) <u>Wheel of Fortune</u>									
	22.5.27	18.5.27	Pinnace to <u>Grave.</u>	60	-	-	-	-	F
85) <u>White Greyhound</u>									
	24.2.27	22.2.27	Nicholas Kerne	140	-	-	-	-	S
86) <u>Unknown</u>									
	22.12.28	20.12.28	Pinnace to <u>Elizabeth.</u>	30	-	-	6	10,000	F
			Matthw Cassemarte and others						136



App. I: Plymouth contd., Looe

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
86)	<u>Unknown</u> (cont'd)								
14.5.29	11.5.29	Pinnace to <u>Elizabeth.</u>	Matthew Cassemarte and others	30	- see ship	-	8	10,000	S
87)	<u>Unknown</u>								
-	30.4.26	Pinnace to <u>Stephen.</u>	John Forran	30	-	-	6	10,000	S
88)	<u>Unknown</u>								
30.3.28	-	Pinnace to <u>Confidence.</u>	Nicholas Opie and Robert Trelawney	-	-	-	-	-	F
6.4.29	25.3.29	Pinnace to <u>Confidence.</u>	Nicholas Opie and Robert Trelawney	30	-	-	5	5,000	F
-	21.7.29	Pinnace to <u>Confidence.</u>	Robert Trelawney	30	-	-	-	-	S
11.9.29	1.9.29	Pinnace to <u>Confidence.</u>	Nicholas Opie and Robert Trelawney	-	-	-	-	10,000	S
<u>Looe</u>									
1) <u>Success</u>									
12.10.30	9.10.30	Thomas Eger	Thomas Eger and others	60/ 90	6	20	6	5,000	S

App. I: Fowey

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>Fowey</u>									
1) <u>Barnard</u>									
20.7.27	7.7.27	Philip Goodall	William Bird and others	60	6	40	6	10,000	S/F
2) <u>Gift of God</u>									
6.4.29	25.3.29	Pinnace to <u>Grace of God.</u> Letan	Daniel Galliard Letan and others	40	- see ship	6	6	10,000	S
3) <u>Grace of God</u>									
15.12.28	29.11.28	John Galliard Letan	John Galliard Letan	55	4	40	6	10,000	F
6.4.29	25.3.29	With pinnace. Letan	Daniel Galliard Letan and others	60	6	100*	6	10,000	S
4) <u>Hopewell</u>									
18.7.27	4.7.27	Digory George	Digory George	30	4	40	6	-	S/F
5) <u>Mary</u>									
21.7.28	7.7.28	Luke Penford-	Peter Holman and others	25	2	30	4	2,000	S/F
6) <u>Spark</u>									
23.6.26	22.6.26	John Spark	John Spark	100	6	50	8	10,000	S

App. I: Fowey contd., Falmouth

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>7) Trial</u>									
5.6.27	4.6.27	Edward Yates	Edward Yates and others	150	8	80	4	10,000	S/F
<u>Falmouth (including Penryn)</u>									
<u>1) Bonadventure</u>									
-	10.10.26	Richard Smyth	Samuel Grose	180	-	-	-	-	S
<u>2) Concord</u>									
30.4.30	26.4.30	Nathaniel Darknell	Sampson Bloy and others	160	14	35	6	10,000	S
<u>3) Delight</u>									
29.7.29	4.9.29	William Rummo	William Rummo and others	45	4	40	6	10,000	S
<u>4) Delight</u>									
2.9.30	26.8.30	-	Thomas Melhuish and others	40	3/5m	40	4	10,000	S
<u>5) Fortune</u>									
-	4.10.25	Richard Smyth	Samuel Grose	160	10	-	-	-	S

App. I: Falmouth contd., Pennycomequick, Scilly Isles

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
6) <u>Mary</u>									
8.8.28	15.4.28	John Longe	Sir Robert Killigrew and others	150	14	80	6	8,000	S
7) <u>Mayflower</u>									
27.4.29	21.4.29	Kenelm Wiseman	Kenelm Wiseman and others	160	10/16?	40	8	10,000	S
8) <u>Peter</u>									
27.4.29	21.4.29	William Halse	William Halse and others	55	4	36	6	5,000	F
9) <u>Peter's Whelp</u>									
14.9.27	3.10.27	Pinnace to <u>Peter</u> , a prize ship.	Sir Robert Killigrew	20	-	-	-	10,000	S/F
<u>Pennycomequick</u>									
1) <u>Unknown</u>	27.7.30	Stephen Ursula	Constantine Pentecost	25	-	-	-	-	S
<u>Scilly Isles</u>									
1) <u>Dolphin</u>									
10.7.28	10.6.28	Alexander Crudge	Sir Francis Godolphin	40	4	20	6	10,000	F



App. I: Scilly Isles contd., Bideford

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
1) <u>Dolphin</u> (cont'd)									
26.8.28	-	Alexander Crudge	Sir Francis Godolphin	40	4	30	4	5,000	S/F
<u>Bideford</u>									
1) <u>Exchange</u>									
10.11.27	27.10.27	Thomas Tayler	John Strange and others	120	12	30	6	10,000	S
14.5.29	9.5.29	William Davy	John Strange and others	120	-	-	-	10,000	S
2) <u>Friendship</u>									
-	11.3.26	John Cadd	-	100	-	-	-	-	S
12.10.27	8.10.27	With pinnace, John Cadd of Bideford or Barnstaple.	Edward Eastman	100	10	40*	12	-	S/F
3) <u>Love</u>									
-	11.3.26	Richard Leach	-	20	-	-	-	-	S
4) <u>Rebecca</u>									
20.12.27	1.12.27	Christopher Browning	William Leigh and others	100	6	22	6	-	S/F
5) <u>Seaflower</u>									
2.11.27	10.10.27	With pinnace. William Burrowes George Shurte	Nathaniel Downes and George Shurte	80	10	40*	10	-	F

App. I: Bideford contd., Barnstaple

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
5) <u>Seaflower</u> (cont'd)									
-	13.8.28	-	Nathaniel Downes and others	80	-	-	-	-	S/F
6) <u>Truelove</u>									
19.7.26	11.3.26	William Davy	George Shurte	60	4/4m	22	4	5,000	S
7) <u>Unknown</u>									
2.11.27	10.10.27	Pinnace to <u>Seaflower.</u>	Nathaniel Downes and George Shurte	40	- see ship	-	10	-	S
<u>Barnstaple</u>									
1) <u>Blessing</u>									
21.8.26	18.8.26	Pinnace to <u>Rebecca.</u>	John Wadley and John Matthews	40	4	30	6	-	S
2) <u>Edward Bonadventure</u>									
6.2.27	20.1.27		Edward Eastman and others	80	10	30	6	-	S
4.8.28	26.7.28	With pinnace.	Edward Eastman and others	80	10	20	6	5,000	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
3) <u>Fellowship</u>									
4.8.28	26.7.28	Pinnacle to <u>Edward Bonadventure.</u>	Edward Eastman and others	40	2	10	6	5,000	S/F
4) <u>George</u>									
22.6.27	20.6.27	James Downes	Edward Eastman and others	100	8	50	6	5,000	S/F
5) <u>George</u>									
22.8.28	26.7.28	Penfound Cory	John Martyn and others	100	10	28	6	-	S/F
6) <u>George</u>									
24.9.30	3.9.30	John Beaple	Eldred Beaple and others	100	10	40	6	10,000	S
7) <u>Golden Lion</u>									
19.10.27	8.10.27	Mark Cocke	William Palmer and others	160	12	30	12	-	S/F
8) <u>John</u>									
25.6.30	15.5.30	William Nicolls	John Delbridge and others	60	4	20	6	10,000	S
9) <u>Pelican</u>									
22.10.27	16.10.27	Henry Priest	Gilbert Page and others	130	18	60	6	8,000	S/F

App. I : Barnstaple

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>10) Providence</u>									
12.1.27	18.1.27		John Witheridge	160	12	45	9	-	S
14.12.27	26.10.27		Richard Wickley	160	12	35	8	-	S/F
13.10.28	28.9.28		Mark Cocke	160	10	60	6	5,000	S/F
25.4.29	9.4.29		Thomas May	160	12	60	6	5,000	S
<u>11) Prudence</u>									
1.12.26	28.10.26		Eldred Beaple	100	8	30	12	-	S
-	11.3.26		Eldred Beaple	100	-	-	-	-	S
2.11.27	27.10.27		Thomas May	100	10	30	8	-	S/F
<u>12) Rebecca</u>									
21.8.26	18.8.26	With pinnacle.	Jeremy Horton John Wadley and John Matthews	120	16	90	6	-	S
<u>13) Seraphim</u>									
11.2.29	8.1.29	With pinnacle.	Edward Fleming Robert Fleming, Edward Eastman and others	80	10	50*	6	3,000	F
<u>14) Swallow</u>									
21.8.26	18.8.26		Richard Punchard Jeremy Horton and others	80	12	70	6	-	S



App. I: Barnstaple contd., Minehead, Bristol

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>15) Swallow</u>									
8.2.28	18.1.28	Penfound Cory	William Gammon and others	70	8	20	6	-	S/F
<u>Minehead</u>									
1) <u>Dove</u>									
10.8.30	9.7.30	Henry Hastings	Henry Hastings and others	80	8	30	6	5,000	S
2) <u>Elizabeth</u>									
-	27.2.27	With pinnace. Thomas Lee	Thomas Lee and Hugh Davis	60	8	30	8	-	S
-	1.5.27	With pinnace. Thomas Lee	Thomas Lee and others	60	-	-	-	-	F
3) <u>James</u>									
-	27.2.27	Pinnace to <u>Elizabeth.</u>	Thomas Lee and Hugh Davis	30	-	10	8	-	S
-	1.5.27	-	Thomas Lee and others	30	-	-	-	-	F
<u>Bristol</u>									
1) <u>Abraham</u>									
17.6.26	16.6.26	With pinnace. Robert Hull	Humphrey Hooke	150	-	-	-	-	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
1) <u>Abraham</u> (cont'd)									
7.7.27	7.6.27	Robert Hull	Humphrey Hooke and others	200	14	100	12	5,000	S/F
19.5.28	8.5.28	Robert Hull	Humphrey Hooke and others	200	20	80	12	10,000	S/F
8.6.29	27.5.29	With pinnace. John Bushe	Humphrey Hooke and others	200	22	100*	8	10,000	S
2) <u>Adventure</u>									
31.10.28	18.10.28	Rice Jeffreys	Rice Jeffreys and others	200	16	80	7	10,000	S/F
3) <u>Advice</u>									
13.3.28	21.2.28	Pinnace to <u>George.</u>	Charles Driver and others	40	4	20	12	10,000	S
4.1.29	29.1.29	Pinnace to <u>George.</u>	Charles Driver and others	40	-	-	6	10,000	S
8.9.30	7.9.30	Pinnace to <u>George.</u>	Charles Driver and others	40	-	-	8	10,000	S
4) <u>Amity</u>									
26.2.28	22.2.28	Francis Peters	Edward Peters and others	100	10	50	6	10,000	S/F
5) <u>Amity</u>									
	21.3.28	With pinnace. Edward Milberie	Edward Milberie and others	100	14	60*	6	5,000	S

App. I : Bristol

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
6) <u>Amity Peter</u>									
4.4.29	30.3.29		Richard Peters and others	120	12	50	5	5,000	S
7) <u>Angel Gabriel</u>									
5.9.26	7.7.26		William Chapple Giles Elbridge and others	300	20	50	-	-	S
24.8.27	24.8.27		Thomas Netheway Giles Elbridge and others	300	22	100	12	10,000	S/F
8) <u>Angel Gabriel</u>									
6.11.28	14.11.28	With pinnacé.	Michael Hunt and others	100	20	100*	6	-	S/F
-	16.10.30	With pinnace.	Michael Hunt and others	260/ 250	12	60	6	10,000	S
9) <u>Anne</u>									
23.7.28	16.7.28	Pinnace to <u>Swiftsure.</u>	George White and others	40	-	-	12	8,000	S
10) <u>Bonesperance</u>									
11.1.27	18.12.26		George Whittington John Ganninge and others	80	12	60	6	-	S
12.6.27	25.2.27		Nicholas Shapley John Ganninge and others	100	10	60	12	5,000	F
12.12.27	3.1.27		John Bennett John Ganninge and others	80	8	50	6	8,000	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>11) Bristol Merchant</u>									
19.11.27	2.11.27	John Nelson	Thomas Colston and others	250	20	40	6	-	F
<u>12) Catch</u>									
9.7.28	5.7.28	Pinnace to <u>Thomas.</u>	Bartholomew Elliott and others	40	- see ship	-	12	10,000	S/F
<u>13) Catch</u>									
- .6.27	11.6.27	Pinnace to <u>Porcupine.</u>	Thomas Wright	-	-	-	6	7,000	F
4.4.29	1.4.29	Pinnace to <u>Porcupine.</u>	Thomas Wright and others	40	- see ship	-	6	5,000	S
<u>14) Charity</u>									
11.9.29	1.9.29	With pinnace.	George Stanfast Edward Peters	100	-	-	-	10,000	S
<u>15) Charles</u>									
25.4.25	-	Martin Pring	John Barker and others	250	-	-	-	-	S
-	16.1.26	Martin Pring	John Barker and others	260	22	100	12	-	S
31.1.27	24.11.26	Martin Pring	John Barker and others	300	22	100	12	-	S



BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>16) Charles</u>									
8.1.28	4.1.28	With pinnacle.	Giles Elbridge and others	300	24	100	12	10,000	S/F
<u>17) Charles</u>									
5.1.29	29.12.28	With pinnacle.	Nicholas Gattonby · Nicholas Gattonby and others	300	24	200*	6	10,000	S/F
29.10.30	16.10.30		Nicholas Gattonby Nicholas Gattonby and others	250	20	50	6	10,000	S
<u>18) Charles</u>									
1.8.29	30.7.29		Thomas Woodson Thomas Woodson and others	100	12	55	4	5,000	S
<u>19) Comfort</u>									
26.2.27	21.2.27		Thomas Woodson ThomasWoodson	160	16	80	6	-	S
15.6.27	17.5.27		Thomas Woodson John Conninge and others	100	14	80	6	5,000	F
4.6.28	1.12.27		Thomas Woodson Thomas Woodson and others	180	-	-	-	10,000	S
3.10.28	28.9.28		Thomas Woodson Humfrey Browne and others	200	18	80	7	7,000	S/F
<u>20) Content</u>									
2.5.26	10.5.26		John Edson William Wyatt and others	120	14	40	12	10,000	S
23.2.27	9.2.27		James Edson William Wyatt and others	100	10	60	12	-	S
19.6.27..	8.6.27		- William Wyatt and others	120	12	60	6	7,000	F

App. I: Bristol

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
20) <u>Content</u> (cont'd)									
7.4.28	10.4.28	John Dell	William Wyatt and others	100	10	30	6	10,000	S/F
21) <u>Dainty</u>									
-	16.3.29	With pinnacle.	George Headland and others	80	10	60*	6	10,000	S/F
22) <u>Dainty</u>									
5.8.29	11.7.29	With pinnacle.	John Reeves	100	9	50	6	10,000	S
23) <u>Delight</u>									
-	16.3.29	Pinnacle to <u>Dainty</u> .	George Headland and others	40	-	see ship -	6	10,000	S/F
24) <u>Deliverance</u>									
21.7.26	10.7.26		George Lindsey	70	6	20	8	3,000	S
3.9.27	30.7.27		George Gibson	60	6	40	6	10,000	S
25) <u>Dolphin</u>									
12.3.27	10.3.27	Pinnacle to <u>Elizabeth</u> .	Walter Ellis and William Hull	-	-	20	6	-	S
5.5.27	3.5.27	Pinnacle to <u>Elizabeth</u> .	Walter Ellis and others	-	-	-	6	10,000	F

App. I: Bristol

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
26) <u>Dolphin</u>									
30.6.28	24.6.28	John Minnes	John Minnes and others	150/ 180	16/ 18	60	6	5,000	S/F
27) <u>Dolphin</u>									
26.3.30	22.3.30	Christopher Birkett	Giles Elbridge and others	150/ 180	10	40	6	10,000	S
28) <u>Dove</u>									
29.12.29	24.11.29	Pinnacle to <u>Falcon.</u>	Thomas Woodson	40	-	-	6	10,000	S
29) <u>Dragon</u>									
23.7.28	16.7.28	With pinnacle. Thomas James	Thomas James and others	200	18	80*	12	10,000	S/F
30) <u>Dragon</u>									
19.1.30	2.1.30	With pinnacle. Richard Barnhouse	Richard Barnhouse and others	100/ 160	17	100	6	10,000	S
31) <u>Dragonett</u>									
19.1.30	2.1.30	Pinnacle to <u>Dragon.</u>	Richard Barnhouse and others	50	-	-	6	10,000	S

App. I: Bristol

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
32) <u>Eagle</u>									
8.9.27	28.8.27	With pinnace.	John Gane?	140	12	60	6	10,000	S/F
22.8.28	14.8.28		Richard Taylor	140	12	70	8	8,000	S/F
30.10.29	14.9.29		Richard Taylor	120	18	80	4	10,000	S
6.9.30	10.8.30	With pinnace.	Richard Taylor	120	10	40	6	10,000	S
33) <u>Elizabeth</u>									
12.3.27	10.3.27	With pinnace.	Richard Ellis	200	18	80	6	-	S
5.5.27	3.5.27	With pinnace.	Richard Ellis	200	18	80	6	10,000	F
22.1.28	11.1.28	With pinnace.	Richard Ellis	200	20	80	12	10,000	S
27.1.29	13.1.29	With pinnace.	Richard Ellis	250	24	100*	6	10,000	S/F
-.-.29	22.12.29	With pinnace.	Walter Ellis	250	16	70*	6	10,000	S
34) <u>Endeavour</u>									
-	26.2.28		George Carke	50/ 60	10	50	12	10,000	S/F
35) <u>Endeavour</u>									
7.3.29	26.2.29	Pinnace to <u>Willing Mind.</u>	Nicholas Strangeways and others	40	-	-	9	10,000	S



BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
35) <u>Endeavour</u> (cont'd)									
21.8.30	21.8.30	Pinnacle to <u>Willing Mind.</u>	Nicholas Strangeways and others	40	-	-	6	10,000	S
36) <u>Endeavour</u>									
18.3.29	-		George Headland Thomas Colston and others	80	-	-	-	-	S/F
37) <u>Falcon</u>									
18.6.27	11.6.27		John Minnes and others	80	8	50	6	5,000	S/F
38) <u>Falcon</u>									
29.5.28	22.5.28	With pinnacle.	Thomas Wilde and others	100	10	50	12	10,000	S/F
17.3.29	12.3.29	With pinnacle. Henry Jones	Thomas Wilde and others	100	14	80*	6	5,000	S/F
29.12.29	24.11.29	With pinnacle. John Bushe	Thomas Wilde and others	100	16	60	6	10,000	S
39) <u>Falcon</u>									
8.9.27	28.8.27	Pinnacle to <u>Eagle.</u>	Thomas Morgan Humphrey Hooke and others	40	-	-	6	10,000	S/F
40) <u>Falcon</u>									
29.8.26	7.7.26	Pinnacle to <u>White Angel.</u>	John Minnes Giles Elbridge and others	30	-	-	12	10,000	S

App. I: Bristol

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>41) Fellowship</u>									
-	21.3.28	Pinnace to <u>Amity.</u>	Edward Milberie and others	60	- see ship	-	6	5,000	S
<u>42) Fortune</u>									
8.2.27	20.1.27	Thomas Cole	Thomas Cole and Richard Tayler	200	16	50	12	-	S
21.6.27	22.5.27	Thomas Cole	Nathaniel Butcher	200	16	80	12	5,000	S/F
31.1.28	17.1.28	William Pattison	Thomas Cole and others	150	13	80	12	10,000	S/F
-	16.12.28	William Pattison	Thomas Cole and others	120	16	80	6	5,000	F
28.3.29	29.1.29	With pinnace.	William Pattison Thomas Cole and others	150	16	80	6	10,000	S/F
<u>43) Fortune</u>									
11.9.30	11.9.30	With pinnace.	Thomas Woodson Thomas Wilde and others	160	12	40	8	-	S
<u>44) Friendship</u>									
-	9.2.28	Pinnace to <u>Hope.</u>	Thomas Wilde and others	50	-	-	6	10,000	S/F
<u>45) George</u>									
17.6.26	16.6.26	Charles Driver	Humfrey Browne	200	-	-	-	-	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
45) <u>George</u> (cont'd)									
26.2.27	3.2.27	With pinnacle.	Charles Driver	200	20	120	6	-	S
28.5.27	17.5.27		Charles Driver	200	20	100	6	5,000	F
13.3.28	21.2.28	With pinnacle.	Robert Neason	300	20	100	12	10,000	S
4.1.29	29.1.29	With pinnacle.	Robert Neason	300	20	100	6	10,000	S
8.9.30	7.9.30	With pinnacle.	William Bennett	250	20	60	8	10,000	S
46) <u>Gilbert</u>									
15.8.27	14.8.27		Thomas Offield	140	8	60	6	10,000	S/F
26.7.28	16.7.28	With pinnacle.	William Offield	150	18	80*	12	10,000	S/F
47) <u>Greyhound</u>									
23.7.28	16.7.28	With pinnacle.	John Reeves	100	12	60*	12	8,000	S/F
48) <u>Hercules</u>									
4.8.26	1.8.26		Andrew Bevan	150	14	70	6	-	S
49) <u>Hercules</u>									
20.8.28	7.8.28		Henry Hawley	70	7	18	6	5,000	S/F

App. I: Bristol

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
50) <u>Hope</u>									
18.2.28	9.2.28	With pinnace.	Richard Boone Thomas Wilde and others	100	10	60	6	10,000	S/F
51) <u>James</u>									
25.1.28	10.1.28		Alexander Pomeroy Humphrey Hooke and others	100	-	-	-	10,000	S/F
52) <u>Jonathan</u>									
11.9.30	11.9.30	Pinnace to <u>Fortune.</u>	Henry Weaver Thomas Wilde and others	50	-	-	8	-	S
53) <u>Joseph</u>									
24.10.26	23.10.26		Philip Saunders John Barker and others	150	14	35	8	-	S
26.1.28	11.1.28		Philip Saunders John Barker	120	14	60	12	10,000	S/F
54) <u>Ketch</u>									
1.5.30	30.4.30	Pinnace to <u>Swift.</u>	William Cox Thomas Wright and others	30	-	-	6	10,000	S/F
55) <u>Lion</u>									
14.8.28	12.8.28	With pinnace.	John Bennett John Gonnige and others	220	20	100*	12	10,000	S/F
19.7.29	6.7.29	With pinnace.	John Bennett John Bennett and others	200	20	100*	8	10,000	S



App. I: Bristol

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
56) <u>Lion's Whelp</u>									
14.8.28	12.8.28	Pinnace to <u>Lion.</u>	John Gonnige and others	50	- see ship -	12	12	10,000	S/F
19.7.29	6.7.29	Pinnace to <u>Lion.</u>	John Bennett and others	35	- see ship -	8	8	10,000	S
57) <u>Little Charles</u>									
19.7.28	10.7.28		Humphrey Hooke and others	80	10	60	12	5,000	S/F
58) <u>Marigold</u>									
22.1.28	-	Pinnace to <u>Elizabeth.</u>	Walter Ellis	30	-	20	12	10,000	S
20.8.28	12.8.28		Walter Ellis and others	70	6	50	6	8,000	S/F
1.10.29	28.8.29		Walter Ellis and others	80	8	40	6	6,000	S
59) <u>Martha</u>									
2.10.27	25.9.27	With pinnace.	Michael Wright and others	100	12	60	6	10,000	S/F
60) <u>Mary</u>									
20.6.27	7.6.27		Thomas Colston and others	60	8	40	4	-	S/F
61) <u>Mary</u>									
-	28.5.28		Peter White and others	80	-	-	-	-	-

App. I : Bristol

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
61) <u>Mary</u> (cont'd)									
22.8.28	13.8.28	Peter White	Gabriel Sherman and others	60	8	50	6	5,000	S/F
13.7.29	3.7.29	Peter White	Gabriel Sherman and others	100	8	50	6	5,000	S/F
62) <u>Mary</u>									
29.6.30	7.6.30	With pinnace.	Robert Neason and others	100	-	-	-	10,000	S
63) <u>Mary</u>									
9.7.27	-	Pinnace to <u>Patience.</u>	Nicholas Gattonby and others	25	-	-	-	-	S
64) <u>Mary Fortune</u>									
28.11.26	4.12.26	Thomas Younge	Giles Elbridge and others	100	8	30	6	-	S
65) <u>Mary Rose</u>									
17.1.26	3.1.26	John Barker	William Pitt and John Tayler	150	16	50	12	5,000	S
20.1.27	2.1.27	John Barker	William Pitt and John Tayler	150	16	50	12	-	S
2.7.27	20.6.27	John Barker	John Barker and others	200	16	80	6	5,000	F
24.11.27	20.11.27	John Barker	John Barker and others	200	16	80	12	10,000	S

App. I: Bristol

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
66) <u>Mary Rose</u>									
3.11.28	14.10.28	John Hatch	John Hatch and others	150	12	60	8	10,000	S/F
67) <u>Mayflower</u>									
29.5.28	22.5.28	Pinnace to <u>Falcon.</u>	Thomas Wilde and others	50	4	20	12	10,000	S/F
17.3.29	12.3.29	Pinnace to <u>Falcon.</u>	Thomas Wilde and others	40	- see ship	-	6	5,000	S/F
68) <u>Neptune</u>									
13.3.28	21.2.28	With pinnace.	Philip Neason	120	10	70	12	10,000	S/F
12.1.29	3.1.29	With pinnace.	Thomas Adams	120	12	70	5	6,000	S/F
69) <u>New Year's Gift</u>									
20.6.30	22.6.30	With pinnace.	Waiter Ellis and others	150	-	-	-	10,000	S
70) <u>Patience</u>									
5.7.26	30.6.26	Nicholas Gattonby	Nicholas Gattonby	180	12/4m	60	6	-	S
14.5.27	8.5.27	Nicholas Gattonby	Nicholas Gattonby	190	16	60	-	-	F
9.7.27	20.6.27	With pinnace.	Nicholas Gattonby and others	140	-	-	-	-	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>71) Pelican</u>									
8.6.29	27.5.29	Pinnace to <u>Abraham.</u>	Charles Hamond Humphrey Hooke and others	50	- see ship -	-	8	10,000	S
6.9.30	10.8.30	Pinnace to <u>Eagle.</u>	John Sherman Humphrey Hooke and others	50	-	-	6	10,000	S
<u>72) Phoenix</u>									
18.9.29	4.9.29		Samuel Davis Robert Hull and others	200	-	-	-	10,000	S
<u>73) Phoenix</u>									
21.8.30	10.8.30		Philip Saunders Humphrey Hooke and others	200	16	40	6	10,000	S
<u>74) Porcupine</u>									
14.3.27	10.3.27		Richard Gough Thomas Wright and others	50	6	60	6	-	S
- .6.27	11.6.27	With pinnace.	Bartholomew Elliott Thomas Wright	80	10	60	6	7,000	F
-	21.2.28	With pinnace.	Bartholomew Elliott Thomas Wright and others	80	8	60	12	10,000	S
4.4.29	1.4.29	With pinnace.	Richard Wright Thomas Wright and others	100	12	60*	6	5,000	S
<u>75) Porcupine</u>									
27.3.26	23.3.26		Richard Gough Richard Gough and others	100	4	12	5	3,000	S



App. I : Bristol

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>76) Primrose</u>									
21.8.28	14.8.28	Pinnace to <u>Sara.</u>	Michael Wright and others	30	- see ship	-	8	10,000	S/F
<u>77) Rainbow</u>									
3.11.30	2.11.30	With pinnace.	John Hatch	160	14	40	5	10,000	S
<u>78) Recovery</u>									
26.2.27	3.3.27	Pinnace to <u>George.</u>	Charles Driver	-	-	-	6	-	S
13.3.28	21.2.28	Pinnace to <u>Neptune.</u>	Charles Driver and others	40	4	20	12	10,000	S/F
12.1.29	3.1.29	Pinnace to <u>Neptune.</u>	Charles Driver and others	80	-	-	5	6,000	S/F
<u>79) Renew</u>									
14.2.28	7.12.27		Thomas Barker and others	80	-	-	-	10,000	S/F
<u>80) Rosemary</u>									
22.3.28	13.3.28		Walter Ellis and others	100	10	60	8	10,000	S/F
21.2.29	12.2.29		Walter Ellis and others	100	8	50	6	5,000	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
81) <u>Sara</u>									
18.9.27	14.9.27	Michael Wright	Michael Wright	100	10	30	6	10,000	S/F
21.8.28	14.8.28	With pinnace.	Michael Wright and others	100	12	60*	8	10,000	S/F
82) <u>St. George</u>									
8.1.28	4.1.28	Pinnace to <u>Charles.</u>	Giles Elbridge and others	30	-	-	12	10,000	S/F
83) <u>St. George</u>									
5.1.29	29.12.28	Pinnace to <u>Charles.</u>	Nicholas Gattonby and others	40	- see ship	-	6	10,000	S/F
84) <u>St. George</u>									
28.8.28	13.8.28	John Jones	John Gonnige and others	50/ 30	4	30	6	5,000	F
4.2.29	24.1.29	John Jones	Francis Creswicke and others	60	5	30	5	5,000	S
85) <u>St. John Baptist</u>									
25.3.29	13.3.29	With pinnace.	John Gaines	300	22	120*	6	5,000	S/F
86) <u>Success</u>									
26.7.28	16.7.28	Pinnace to <u>Gilbert.</u>	William Offield and others	40	- see ship	-	12	10,000	S/F

App. I: Bristol

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>87) Supply</u>									
12.12.27	1.12.27	Richard Lux	William Pitt and others	200	10	-	-	10,000	S/F
<u>88) Swift</u>									
1.5.30	30.4.30	With pinnacle. John Wright	Thomas Wright and others	80	12	30	6	10,000	S
<u>89) Swiftsure</u>									
-	14.9.27	George White	Michael Wright	100	-	-	-	-	F
23.7.28	16.7.28	With pinnacle. George White	George White and others	60	6	50	12	8,000	S
<u>90) Thomas</u>									
12.9.27	28.8.27	Thomas Wright	Thomas Wright and others	60	-	-	-	10,000	S/F
5.8.29	-	Pinnacle to <u>Dainty</u> .	Thomas Wright and others	70	7	30	6	10,000	S
<u>91) Thomas</u>									
9.7.28	5.7.28	With pinnacle. Bartholomew Elliott	Bartholomew Elliott and others	100	14	100*	12	10,000	S/F
<u>92) Thunder</u>									
20.8.27	22.7.27	Rice Jeffereys	John Tayler and others	60	6	40	12	4,000	S/F
23.7.28	10.7.28	Robert Pitt	John Tayler and others	70	8	60	6	10,000	S/F

App. I: Bristol

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>93) Thunder</u>									
31.7.29	17.7.29	Richard Llewellyn	John Gonnige and others	50	-	-	-	5,000	S
<u>94) Virgin</u>									
23.7.28	16.7.28	Pinnace to Francis Driver <u>Dragon.</u>	Thomas James and others	50	- see ship	-	12	5,000	S/F
<u>95) Virgin</u>									
15.1.30	4.1.30	Richard Cookworthy	Charles Driver and others	60	-	-	-	10,000	S
<u>96) White Angel</u>									
29.8.26	7.7.26	With pinnace. Thomas Netheway	Giles Elbridge and others	140	14	50	6	-	S
8.1.28	4.1.28	Christopher Burkett	Christopher Burkett and others	150	18	80	12	10,000	F
6.11.28	4.11.28	Christopher Burkett	Christopher Burkett and others	100	8	60	6	-	S
<u>97) William and John</u>									
24.9.30	24.9.30	John Moody	John Moody and others	80	8	30	6	10,000	S
<u>98) William and John</u>									
30.8.30	26.8.30	With pinnace. William Calway	William Calway and others	100	10	40	6	10,000	S



App. I: Bristol

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
99) <u>Willing Mind</u>									
7.3.29	26.2.29	With pinnace.	Nicholas Strangeways and others	200	24	100	9	5,000	S/F
21.8.30	21.8.30	With pinnace.	Nicholas Strangeways and others	200	16	40	6	10,000	S
100) <u>Willing Mind</u>									
27.1.29	13.1.29	Pinnace to <u>Elizabeth.</u>	William Bird John Locke, Walter Ellis and others	80	-	see ship -	6	10,000	S/F
-	22.12.29	Pinnace to <u>Elizabeth.</u>	Walter Ellis and others	30	-	see ship -	6	10,000	S
101) <u>Unknown</u>									
17.6.26	16.6.26	Pinnace to <u>Abraham.</u>	Thomas Blevin Humphrey Hooke	12/ 15	-	-	-	-	S
102) <u>Unknown</u>									
23.7.28	16.7.28	Pinnace to <u>Greyhound.</u>	John Reeves and others	-	-	see ship -	12	8,000	S/F
103) <u>Unknown</u>									
29.6.30	7.6.30	Pinnace to <u>Mary.</u>	Robert Neason and others	40	-	-	-	10,000	S

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
104)	<u>Unknown</u>								
6.11.28	4.11.28	Pinnacle to <u>Angel Gabriel.</u>	Michael Hunt and others	40	- see ship	-	6	-	S/F
-	16.10.30	Pinnacle to <u>Angel Gabriel.</u>	Michael Hunt and others	40	-	-	6	10,000	S
105)	<u>Unknown</u>								
28.3.29	29.1.29	Pinnacle to <u>Fortune.</u>	Thomas Coles and others	40	-	-	6	10,000	S/F
106)	<u>Unknown</u>								
25.3.29	13.3.29	Pinnacle to <u>St. John Baptist.</u>	John Gaines and others	40	- see ship	-	6	5,000	S/F
107)	<u>Unknown</u>								
20.6.30	22.6.30	Pinnacle to <u>New Year's Gift.</u>	Walter Ellis and others	40	-	-	-	10,000	S
108)	<u>Unknown</u>								
3.11.30	2.11.30	Pinnacle to <u>Rainbow.</u>	John Hatch and others	40	-	-	5	10,000	S
109)	<u>Unknown</u>								
30.8.30	26.8.30	Pinnacle to <u>William and John.</u>	William Calway and others	40	-	-	6	10,000	S

App. I : Bristol contd., Chester

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
110)	<u>Unknown</u>								
-	21.2.28	Pinnace to <u>Porcupine.</u>	Thomas Wright and others	40	4	20	12	10,000	S
111)	<u>Unknown</u>								
-	1.9.29	Pinnace to <u>Charity.</u>	Edward Peters and others	-	-	-	-	-	S
112)	<u>Unknown</u>								
-	2.10.27	Pinnace to <u>Martha.</u>	Michael Wright and others	40	-	-	-	10,000	S/F
<u>VI. NORTH WEST:</u>									
<u>Chester</u>									
1) <u>Neptune</u>									
6.2.28	28.1.28		Edward Jones	130	16	60	6	10,000	S/F

App. I: Kinsale, Limecolne

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>VII. IRELAND:</u>									
<u>Kinsale</u>									
1) <u>Adventure</u>									
-	16.3.26		Cornelius Croninge	140	-	-	-	-	S
<u>Limecolne (or Leamcon)</u>									
1) <u>Fortune</u>									
8.6.26	14.6.26		Sir William Hull and Walter Ellis	100	12	60	6	5,000	S
26.2.27	3.3.27		Thomas Adams	100	14	60	6	-	S
5.5.27	3.5.27		Thomas Adams	100	14	60	6	10,000	F
2) <u>Phoenix</u>									
16.3.29	13.3.29	Pinnacle to <u>Talbot.</u>	Sir William Hull and others	40	-	-	6	8,000	S/F
3) <u>Talbot</u>									
16.3.29	13.3.29	With pinnace.	Sir William Hull? Sir William Hull	200	24	150	6	8,000	S/F



App. I: Wexford, Youghal

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>Wexford</u>									
1) <u>Ark</u>									
24.5.28	-	With pinnace.	Sir John Crosby and others	300	-	-	-	-	F
24.3.29	22.1.29	With pinnace.	Sir John Crosby and others	300	-	-	-	10,000	S
2) <u>Dove</u>									
11.3.30	-	Edmund Merrine	Edmund Merrine and others	50	-	-	-	-	S
3) <u>Seaflower</u>									
24.5.28	-	Pinnace to Ark.	Sir John Crosby and others	60	-	-	-	-	F
24.3.29	22.1.29	Pinnace to Ark.	Sir John Crosby and others	60	-	-	-	10,000	S
<u>Youghal</u>									
1) <u>Blessing</u>									
-	15.7.29	Thomas Owen	Thomas Owen and others	40	-	-	-	-	S
2) <u>Elizabeth</u>									
16.2.27	23.1.27	Thomas Bryant	Thomas Bryant	60	6	30	6	-	S
25.6.27	3.5.27	With pinnace.	Thomas Bryant, George Rookes and others	70	8	60	8	20,000	F

App. I: Youghal contd., Anstruther, Burnt Island

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
2) <u>Elizabeth</u> (cont'd)									
10.12.27	12.12.27	With pinnacle.	Thomas Bryant and William Gayer	70	-	30	6	10,000	S
3) <u>James</u>									
25.6.27	3.5.27	Pinnacle to <u>Elizabeth.</u>	Thomas Bryant, George Rookes and others	10	-	-	8	20,000	F
10.12.27	12.12.27	Pinnacle to <u>Elizabeth.</u>	Thomas Bryant and William Gayer	20	-	-	6	10,000	S
VIII. <u>SCOTLAND:</u>									
<u>Anstruther</u>									
1) <u>Alexander</u>									
3.9.27	6.9.27		Alexander Blake and others	160	12	30	6	-	F
2) <u>Blue Dove</u>									
3.9.27	6.9.27		William Blake and others	150	12	30	6	5,000	F
<u>Burnt Island</u>									
1) <u>Blessing</u>									
8.4.26	1.4.26		John Slowin	250	24	200	8	5,000	S
			John Slowin						170

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
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Dysart

1) Grace of God

10.7.28	9.7.28		David Gray	100	8	36	8	5,000	S
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Dundee

1) Ann Fortune

5.9.27	28.8.27	Pinnacle to <u>Golden Lion.</u>	John Forbushe Thomas Rastell and others	70	-	-	8	-	F
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2) Golden Lion

5.9.27	28.8.27	With pinnacle.	Humphrey Rastell Thomas Rastell and others	160	14	40	8	-	F
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3) James Bonadventure

8.1.28	-		William Forster Sir Thomas Button and others	240	20	60	6	-	F
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4) Mary

12.5.26	10.5.26		William Blith	100	4/4m	20	10	3,000	S
5.10.27	2.10.27		William Blith	100	6/5m	30	6	5,000	S/F

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
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Kirkadam

1) Hope

- 3.10.26 Alexander Hearde Alexander Hearde - - - - S

St. Andrews

1) Grace

- 21.5.27 David Bethall David Bethall 100 - - - - F

2) Grace of God

- 2.10.25 Alexander Wallin David Beton 150 - - - - S

Leith

1) St. Andrew

- 2.4.26 Robert Stephens Robert Stephens 200 - - - - S

IX. CHANNEL ISLANDS:

Jersey

1) Alezan

- 12.7.28 Pinnace to Elizabeth. Sir John Peyton 25 - - - - S/F



App. I: Jersey contd., Guernsey, unknown

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
2) <u>Elizabeth</u>									
-	12.7.28	With pinnace.	Sir John Peyton	20	-	-	-	-	S/F
<u>Guernsey</u>									
1) <u>Pilgrim</u>									
27.9.28	28.9.28		John Migan John Fantris	50 5	5	14	5	5,000	S/F
<u>X. MISCELLANEOUS:</u>									
<u>Unknown</u>									
1) <u>Bark Warwick</u>									
13.3.30	9.3.30		Thomas Weatherley Thomas Weatherley and others	55	5	12	7	10,000	S
2) <u>Charles</u>									
-	4.10.25		Richard Langford Richard Langford	160	-	-	-	-	S
3) <u>George</u>									
-	31.5.27	Pinnace to <u>St. Anne, a prize ship.</u>	Sir Thomas Button and others	40	-	-	12	-	F

App. I : Unknown

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
4) <u>Good Hope</u>									
-	2.10.25	Daniel Darott	Sir George Grenville	90	-	-	-	-	S
5) <u>Great Neptune</u>									
22.5.27	3.5.27	With pinnace. Edward Giles	Earl of Warwick	500	-	-	-	-	F
6) <u>Hannah</u>									
-	24.7.25	James Prince	John Beauchamp and others	100	-	-	-	-	S
7) <u>Hector</u>									
22.5.27	3.5.27	With pinnace. Richard Harris	Earl of Warwick	350	-	-	-	-	F
8) <u>Jonathan</u>									
22.5.27	3.5.27	With pinnace. Richard Hooper	Earl of Warwick	300/ 330	26	120	6	-	F
9) <u>Posthorse</u>									
15.8.28	8.8.28	Andreas Woulterson	Moses Slaney	30	2	30	12	6,000	S/F
10) <u>Welfare</u>									
-	4.10.25	William Langworthie	John Scoble	160	-	-	-	-	S

App. I: Vessels of different ports of origin.

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>Vessels of different ports of origin</u>									
11) <u>Brenaby</u> of Fowey, Southampton or Plymouth									
12.2.28	17.12.27	Peter Neau	Peter Neau	60	7	42	3	10,000	S/F
8.12.28	6.12.28	Peter Neau	Peter Neau and others	60	6	50	6	10,000	F
2.6.29	28.5.29	Peter Neau	Peter Neau and others	80	8	60	4	5,000	S
18.6.30	10.5.30	Peter Neau	Peter Neau and others	60	-	-	-	-	S
12) <u>Delight</u> of Bideford or Barnstaple									
12.10.27	8.10.27	Pinnace to <u>Friendship</u> of Bideford.	Edward Eastman	40	- see ship	-	12	-	S/F
1.2.29	8.1.29	Pinnace to <u>Seraphim</u> of Barnstaple.	Edward Eastman, Robert Fleming and others	40	- see ship	-	6	3,000	F
13) <u>Desire</u> of Plymouth or Poole									
20.6.27	29.5.27	With pinnace. Sidrach Gibbons	John Scoble and William Dolberry	100	14	100	12	-	S/F
15.12.27	17.10.27	With pinnace. John Lewer	John Scoble and William Dolberry	80	10	60	12	5,000	S/F
14.3.29	29.1.29	With pinnace. Thomas Pye	John Scoble and others	80	8	50	6	5,000	S/F

App. I: Vessels of different ports of origin

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
14) <u>Desire</u> of Plymouth or Poole									
1.1.27	4.12.26	John Fox	George Skutt and Thomas Roberts	80	4	25	12	-	S
15) <u>Flying Heart</u> of Poole or Plymouth									
14.7.26	17.3.26	Thomas Dirde	John Scoble	80	6	60	3	10,000	S
20.6.27	29.5.27	Pinnace to <u>Desire.</u>	John Scoble and William Dolberry	50	-	-	12	-	S/F
15.12.27	17.10.27	Pinnace to <u>Desire.</u>	John Scoble and William Dolberry	50	-	-	12	5,000	S/F
14.3.29	-	Pinnace to <u>Desire.</u>	John Scoble and others	80	-	-	6	5,000	S
16) <u>Golden Cat</u> of London, Southampton or Plymouth									
22.5.27	3.5.27	With pinnace.	Minney Levants Earl of Warwick	240	-	-	-	-	F
7.3.28	3.3.28		Minney Levants Earl of Warwick	240	20	100	12	10,000	S/F
17) <u>Little Anne</u> of Dartmouth or Portsmouth									
28.12.27	17.12.27		William Guillet William Guillet	40	4	34	4	10,000	S/F
23.2.29	13.12.28		William Guillet William Guillet and others	50	6	40	6	10,000	S/F
10.1.30	12.11.29	Pinnace to <u>Desire.</u>	William Guillet and others	50	-	-	-	-	S



App. I: Vessels of different ports of origin

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
18) <u>Mayflower</u> of Looe or Penzance									
-	22.6.26		John Lewer	80	-	-	-	-	S
7.5.27	18.4.27		John Lewer	80	10	50	6	-	S
6.7.27	-		Roger Polkinghorne	80	7	55	5	-	F
19) <u>Revenge</u> of London or Dover									
15.8.27	30.6.27		Tristram Stevens	300	22	100	12	-	S/F
12.10.28	28.9.28	With pinnacle.	Sir John Hippisley	240	22	80*	5	10,000	S/F
28.8.29	14.8.29		Sir John Hippisley and others	150	-	-	-	-	S
20) <u>Vintage</u> of London or Sandwich									
2.3.27	21.2.27		Richard West	140	10	50	6	-	S
4.5.27	1.5.27		Edmund Foster	140	10	50	-	8,000	F
9.11.27	9.11.27		Richard West	150	-	-	-	-	S/F
15.9.28	5.8.28		Richard West	130	-	-	-	-	S/F

App. I : Prize ships

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
<u>Prize ships</u>									
21) <u>John Garine</u>									
-	11.7.27	-	Earl of Suffolk	160	-	-	-	-	S/F
26.2.28	12.2.28	William Scras	Earl of Suffolk	160	10	60	6	10,000	F
-	20.8.28	William Scras	William Scras	160	16	80	6	10,000	S
22) <u>Nostre Dame du Grâce</u>									
6.9.27	20.8.27	With pinnace.	Sir John Wentworth	160	24	120*	12	-	S/F
-	28.9.28	With pinnace.	Sir John Wentworth	160	-	-	-	-	S/F
23) <u>St. Anne</u>									
29.11.26	28.10.26	With pinnace.	Thomas Squibb	350	23	100	12	?	S
-	31.5.27	With pinnace.	Thomas Squibb	350	25	100	12	-	F
4.1.28	8.12.27	John Mole	Sir Thomas Button and the Guinea Company	350	24	80	10	10,000	S/F
24) <u>St. Claude</u>									
-	7.6.27	Sir David Boswell	Sir David Boswell	300	-	-	-	-	S/F

App. I : Prize ships

BOND	WARRANT	CAPTAIN/MASTER	OWNERS/PROMOTERS	TONNAGE	ORDNANCE	MEN	VICTUALS (mths)	LOSSES £	S/F
25) <u>St. George</u>									
12.2.27	17.1.27	Anthony Marberry	Anthony Marberry	350	20	100	12	10,000	S
18.5.27	1.5.27	Anthony Marberry	Anthony Marberry and others	300	18	100	12	10,000	F
26) <u>St. Mary</u>									
8.11.26	30.10.26	With pinnacle.	Richard Quayle	350	30	140*	6	-	S
-	1.5.27	With pinnacle.	Richard Quayle	300	-	-	-	-	F
27) <u>St. Peter</u>									
6.9.27	20.8.27	Pinnacle to <u>Nostre Dame duGrâce.</u>	Sir John Wentworth	60	- see ship	-	12	-	S/F
-	28.9.28	Pinnacle to <u>Nostre Dame du Grâce.</u>	Sir John Wentworth	70	-	-	-	-	S/F
28) <u>St. Peter</u>									
12.9.27	2.2.27		William Reskymmer Sir Robert Killigrew	140	14	40	-	10,000	S/F
29) <u>St. Peter</u>									
-	4.10.25		John Flower Richard Gyffard	70	-	-	-	-	S
20.6.26	17.6.26		John Flower Richard Gyffard	70	6	40	4	-	S

Nos 12-15 and 18 have been included in the totals for south west vessels

Note:

Vessels numbered form the maximum total. All ships of the same name, listed under the same port, have been counted as only one vessel in the minimum total. This method has also been used to take account of unknown vessels: in the maximum total they have been counted as separate vessels; in the minimum total they have been counted as only one vessel.

No attempt has been made, however, to take account of differences in the tonnages of such vessels: to have taken averages of all the different tonnages given for vessels of the same name would have added to what was already a difficult and time-consuming task, and made the resulting statistics more complex, without necessarily being of greater value. The resulting data present a rough guide to the privateering effort of the 1620s, but do not, indeed cannot, provide an unassailable statistical survey for these years.



APPENDIX II:  
PRIZES TAKEN AND ADJUDGED AS LAWFUL  
FROM 1625 TO 1631

Unless otherwise indicated the following data are based upon the collation of the appraisements of prizes (H.C.A. 4/1 - 4/3) with the sentences of the High Court of Admiralty (H.C.A. 24/81 - 24/88).

\* Indicates two or more prizes whose value was given collectively in the appraisements and which has been divided up to provide individual totals.

App. II: King's Lynn, Ipswich

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
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I. EAST COAST:

King's Lynn

1) 26 November 1627 Southampton	<u>Mary of Honfleur</u> , 70 tons. Taken by <u>Violet</u> , captain <u>Theophilis Wright</u> S.P.16/92/42 IV	Fish	360- 0- 0	80- 0- 0	French
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2) 26 November 1627 Southampton	<u>Grace of God of Newhaven</u> , 70 tons. Taken by <u>Violet</u> , captain <u>Theophilus Wright</u> S.P.16/92/42 III	Fish; oil	394- 2- 8	60- 0- 0	French
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Ipswich

1) 7 May 1629 London	Goods in the <u>St. Luke</u> of Hamburg. Taken by <u>Heart's Desire</u> , captain Samuel Day	Pepper	1,180-13- 9	-	Hamburg
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2) 7 May 1629 London	Goods in the <u>St. Peter of</u> Hamburg. Taken by <u>Heart's Desire</u> , captain Samuel Day	Pepper	970-14-11	-	Hamburg
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Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	

II LONDON:

- |                                |   |                                     |              |          |            |
|--------------------------------|---|-------------------------------------|--------------|----------|------------|
| 1) 26 March 1626<br>London     | A prize taken by <u>George and Elizabeth</u> , captain <u>John Ellis</u><br>S.P.16/115/33       | Wines                               | -            | -        | -          |
| 2) 2 May 1626<br>Leghorn       | A prize taken by <u>Clement and Job</u> , captain <u>Richard Cranley</u>                        | Oils                                | 1,972- 0- 0½ | -        | -          |
| 3) 6 June 1626<br>London       | A prize taken by <u>Plain John</u> , captain <u>Thompson</u> .<br>S.P.16/115/34                 | Sugars                              | -            | -        | -          |
| 4) July 1626<br>London         | A prize taken by <u>William and John</u> , captain <u>John Powell</u><br>S.P.16/32/102          | Sugars; tobacco;<br>hides           | -            | -        | -          |
| 5) 9 December 1626<br>Weymouth | <u>St. Matthew of Lisbon</u> , 50 tons. Taken by <u>Transport</u> , captain <u>Richard West</u> | Sugars;<br>Brazil. wood;<br>tobacco | 4,408- 2- 3  | 30- 0- 3 | Portuguese |

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
6) 1626	A prize taken by <u>Mary</u> , captain John Hall	Money and other goods	-	-	Portuguese
7) 5 January 1627 Southampton	A prize taken by <u>Charles</u> , captain James Duppa and captain Hall S.P. 16/47/38; 16/57/35	Goat skins; hides; ivory (Estimate based on sale of tenths.)	1,457-10-0	-	Spanish
8) 6 January 1627 Southampton	<u>St. Ambrose of Passage</u> . Taken by <u>Bark Warwick</u> , captain Richard Hooper	-	91-9-6	91-9-6	Spanish
9) 9 February 1627 London?	<u>Abraham of Lübeck</u> . Lawful prize?	-	500-0-0	500-0-0	Lübeck
10) 27 February 1627 London	Goods taken by <u>St. Paul</u> , captain Spucer	Sugars	4,000-0-0	-	-
11) 16 March 1627 London	A skiff taken by <u>Elizabeth</u> and <u>George</u> , captain John Ellis	Malaga wines	864-0-0	-	Spanish
12) 22 May 1627 Weymouth	<u>St. John</u> taken by <u>Primrose</u> , captain Hinckley	Fish	57-10-0	25-0-0	-



Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
13) 5 June 1627 London	<u>Our Lady of Juda?</u> taken by <u>Ann,</u> captain <u>William Thompson</u>	Sugars; 12,123-15-10 tobacco; cotton wool; hides	-	-	Spanish or Portuguese
14) June 1627 Exmouth	A carvel taken by <u>London,</u> captain <u>John Nutt</u> S.P.16/105/70	Sugars; brazil wood; hides	-	-	-
15) June 1627 Dartmouth	<u>Hunter of Hamburg.</u> Taken by <u>Alathia?</u> captain <u>Hall</u> S.P.16/83/47	Tobacco; sugars; cinnamon	-	-	Hamburg
16) 3 July 1627 Weymouth	<u>St. James of Honfleur?</u> Taken by <u>Primrose,</u> captain <u>Hinckley</u>	Wheat	129- 6- 8	28- 0- 0	French
17) 3 July 1627 Weymouth	<u>Shepherd of Dieppe.</u> Taken by <u>Primrose,</u> captain <u>Hinckley</u>	Hemp; cloth wheat	196- 8- 8	31-15- 0	French
18) 3 July 1627 Weymouth	<u>St. Peter of Quillebeuf</u> Taken by <u>Primrose,</u> captain <u>Hinckley</u>	Rye; cork	332-14- 0	50- 0- 0	French

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
19) 27 July 1627 London	<u>Black Horse</u> , 200 tons. Taken by <u>Sparrowhawk</u> , captain <u>Hawkeridge</u>	Sugars; sumac; tobacco; oil; wines	2,346-13- 2	233-10- 0	-
20) 30 July 1627 Weymouth	<u>Francis of Fécamp</u> . Taken by <u>Primrose</u> , captain <u>Hinckley</u>	Salt	68- 4- 0	25- 0- 0	French
21) 30 July 1627 Weymouth	<u>Assumption of the Virgin</u> Taken by <u>Primrose</u> , captain <u>Hinckley</u>	Wines; aqua- vitae	365- 6- 8	16- 0- 0	-
22) 30 July 1627 London	A prize, 120 tons. Taken by <u>Thomas and John</u>	-	237- 0- 0	237- 0- 0	Spanish
23) July 1627 Plymouth	<u>Francis</u> . Taken by <u>Violet</u> , captain <u>Robert Fermes</u> S.P.16/93/35	Dry fish; oil	-	-	-
24) July 1627 Portsmouth	A prize taken by <u>Pilgrim</u> S.P.16/79/75	Fish; oil	-	-	-

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
25) 4 August 1627 St. Ives	<u>Hope of Conquet</u> , 70 tons. Taken by <u>Transport</u> , captain Henry West	Salt	107-16- 8	22-10- 0	French
26) 7 August 1627 Southampton	<u>Mary</u> . Taken by <u>Black Dog</u> , captain Stevens and <u>George</u> , captain Harman	Oil; salt; steel; locks	117-19- 8	55- 0- 0	Spanish or Portuguese
27) 21 August 1627 London	<u>Flower de Luce</u> , 32 tons of <u>Penmarch?</u> Taken by <u>Patience</u> , captain Christopher <u>Michell</u>	Sugars; sumac oil; honey	1,273- 8- 4	25- 0- 0	French
28) 21 August 1627 London	<u>Lemon</u> , 30 tons of <u>Penmarch</u> . Taken by <u>Patience</u> , captain Christopher Michell	Pickled lemons	60-10- 0	30-10- 0	French
29) 27 August 1627 London	<u>Mary of Penmarch</u> , 35 tons Taken by <u>Patience</u> , captain Christopher Michell	Fish	85-10- 0	35-10- 0	French
30) 30 August 1627 Southampton	Prize goods? For Thomas Witherall	Kersies cottons	168-11- 8	-	-

Date and place of appraisalment	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
31) 3 September 1627 Portsmouth	<u>Katherine</u> , 70 tons of Le Havre. Taken by <u>Pilgrim</u> , captain Edward Prusen	Fish; oil	379- 0- 0	55- 0- 0	French
32) 15 September 1627 London	<u>Mary of Fécamp</u> . Taken by <u>Grace</u> , captain John Bennett	Fish; oil	156- 0- 0	44- 0- 0	French
33) 20 September 1627 Portsmouth	<u>St. Patrick of St Malo</u> , 50 tons. Taken by <u>Fern</u> , captain James Prince	Hides; cloths; pilchards	86- 5-10	40- 0- 0	French/Irish
34) 21 September 1627 Dartmouth	<u>St. Denis of Newhaven</u> . Taken by <u>Goshawk</u> , captain Gilbert Angell	Fish; oil	520-16- 0	150- 0- 0	French
35) 22 September 1627 London	<u>Elephant</u> . Taken by <u>Treasurer</u> , captain Davis	-	12- 0- 0	12- 0- 0	Spanish
36) 27 September 1627 London	<u>Lady of the Beads</u> . Taken by <u>Plain Joan</u> , captain Robert Seely.	Hides; ginger; tobacco; sugars	7,252- 9- 0	45- 0- 0	-



Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
37) September 1627 Dartmouth	<u>Squirrel</u> . Taken by <u>St. George</u> , captain Anthony Marbury S.P.16/83/47	Rye	-	-	French
38) September 1627 Dartmouth	<u>Rat</u> . Taken by <u>St. George</u> , captain Anthony Marbury S.P.16/83/47	Wine; pickled lemons	-	-	French
39) 3 October 1627 Topsham	<u>Blue Pigeon</u> . Taken by <u>London</u> , captain John Nutt	Sugars; wines; tobacco; hides	1,580- 1- 0 (One third of total value)	20- 0- 0	Portuguese
40) 6 October 1627 Plymouth	<u>Pilgrim of St. Malo</u> . Taken by one of the Earl of Warwick's vessels	Staves; horse shoes	57-10- 0	20- 0- 0	French
41) 6 October 1627 Plymouth	<u>Rose Florissant</u> , 80 tons. Taken by one of the Earl of Warwick's vessels	Fish; oil	244- 0- 0	80- 0- 0	-
42) 6 October 1627 Plymouth	<u>Salamander</u> , 70 tons. Taken by one of the Earl of Warwick's vessels	Fish; oil	208- 0- 0	70- 0- 0	-

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
43) 6 October 1627 Plymouth	<u>Peter</u> , 70 tons. Taken by one of the Earl of Warwick's vessels	-	240- 0- 0 ?	80- 0- 0?	-
44) 6 October 1627 Plymouth	<u>Crescent</u> . Taken by one of the Earl of Warwick's vessels	-	-	-	-
45) 6 October 1627 Plymouth	<u>St. Mary</u> . Taken by one of the Earl of Warwick's vessels	-	-	-	-
46) 6 October 1627 Plymouth	<u>Charles of Erquy</u> . Taken by one of the Earl of Warwick's vessels	Lead; cloth	130- 8- 0	-	French
47) 1 November 1627 London	<u>Angel of St. Malo</u> . Taken by <u>John and Francis</u> , captain <u>Thomas Witherley</u>	Molasses; sugar; sumac; dates; Spanish money	1,494-12-10	75-12- 0	French
48) 14 November 1627 Southampton	<u>Hare of Fécamp</u> , 20 tons. Taken by <u>Fern</u> , captain <u>James Prince</u>	Fish; oil	317- 0- 0	50- 0- 0	French

App. II : London

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
49) 16 November 1627 Southampton	<u>St. Andrew</u> of St Malo, 60 tons. Taken by <u>Victory</u> , captain Robert Fermes	Fish; oil	382- 0- 0	30- 0- 0	French
50) 1 December 1627 London	Prize goods in the <u>Anne</u> . Delivered to George Henley and Henry Brooke	Sugars; wines	3,931- 3- 4	-	-
51) 11 December 1627 Poole	<u>St. John</u> alias <u>Falcon</u> . Taken by <u>John</u> and <u>Francis</u> , captain Thomas Witherley	Salt; cork; sack	709-12- 0	18- 0- 0	-
52) 22 April 1628 Plymouth	<u>Trinity</u> , 60 tons. Taken by <u>Hopewell</u> , captain William Smith	Kettles; plates; flax; nails; tallow	431-14-11	70- 0- 0	-
53) 22 April 1628 London	<u>Hope</u> . Taken by <u>Delight</u> and <u>Prudence</u>	Soap; reals of eight; alum; salt	1,553- 5- 0	-	-

App. II : London

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
54) 28 April 1628 London	<u>Red Lion of Fredrikstad</u> or <u>Enkhuizen</u> . Taken by <u>William and Ralph</u> , captain <u>Thomas Trenchfield</u> , <u>Unicorn</u> , captain <u>Richard Haddock</u> , and <u>Mayflower</u> , captain <u>Walter Ballard</u>	Figs	812-14- 8	27- 6- 8	Danish or Dutch
55) 29 April 1628 London	<u>Hope</u> . Taken by <u>Saphire</u> , <u>Prudence</u> , <u>Delight</u> and <u>William</u>	-	104-18- 0	104-18- 0	-
56) 9 May 1628 Southampton	A bark. Taken by <u>Pilgrim</u> , captain <u>Hussey</u>	Butter; tallow	128- 9- 1	13- 0- 0	French
57) 17 May 1628 London	<u>St. Anthony of Viana?</u> Taken by <u>Plain Joan</u> , captain <u>Robert Seeley</u>	Sugars; hides	7,365-18- 7	33-10- 4	Portuguese
58) 19 May 1628 Southampton	A bark. Taken by <u>Fortune</u> , captain <u>Arthur Guy</u>	Hides; wax; blockwood	818- 0- 0	20- 0- 0	Spanish



Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
59) 3 June 1628 Southampton	Prize goods? Delivered to captain Stevens (of the <u>Black Dog?</u> )	Cloths; deals	55-10- 0	-	-
60) 5 June 1628 London	<u>King David</u> alias <u>St. Nicholas</u> . Taken by <u>Plain Joan</u> , captain <u>Richard Seeley</u>	Salt	670-19- 0	202-19- 0	Dutch
61) 31 July 1628 London	A Dutch vessel	Sugars; tobacco; wood	2,986- 3- 0	-	Dutch
62) 30 August 1628 London	<u>Flower of Calais</u> , 50 tons. Taken by <u>Lion's Claw</u> , captain <u>John Smith</u>	French wines; vinegar	420- 0- 0	30- 0- 0	French
63) September 1628 Portsmouth	<u>Falcon of Dundee</u> . Taken by <u>William and Thomas</u> , (captain <u>William Peirson?</u> )	French wines; salt	240-10- 0	-	Scottish
64) September 1628 Portsmouth	<u>St. Jacob of Danzig</u> . Taken by <u>William and Thomas</u> , (captain <u>William Peirson?</u> )	Wool; ginger; wine; cork	1,792- 4- 4	-	Danzig

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
65) 16 October 1628 London	<u>St. Mary</u> , 40 tons. Taken by <u>Goodhope</u> , captain George May	Sumac; wool	142- 8- 0	30- 0- 0	French
66) 19 November 1628	<u>St. Louis</u> of Dieppe, 200 tons. Taken by <u>Abigail</u> and <u>Charity</u> , captain Kirke	-	250-10- 0	250-10- 0	French
67) 19 November 1628	<u>Jarvis</u> , 180 tons. Taken by <u>Abigail</u> and <u>Charity</u> , captain Kirke	-	155-16- 0	155-16- 0	French
68) 1 December 1628	<u>St. Joseph</u> of Dieppe. Taken by <u>Abigail</u> , <u>Charity</u> , <u>Elizabeth</u> and <u>Maudlyn</u>	-	128- 0- 0	128- 0- 0	French
69) 1 December 1628 London	<u>Post</u> of Bayonne. Taken by <u>Abigail</u> , <u>Charity</u> , <u>Elizabeth</u> and <u>Maudlyn</u>	-	286- 0- 0	286- 0- 0	French
70) 1 December 1628 London	<u>St. John Baptist</u> of Dieppe. Taken by <u>Abigail</u> , <u>Charity</u> , <u>Elizabeth</u> and <u>Maudlyn</u>	-	203- 6- 0	203- 6- 0	French

Date and Place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
71) 1 December 1628 London	<u>Lion's Whelp</u> alias <u>St. Peter</u> of <u>San Sebastián</u> . Taken by <u>Abigail, Charity, Elizabeth and Maudlyn</u>	-	111- 8- 0	111- 8- 0	Spanish
72) 2 December 1628 London	<u>Pearl of Dieppe</u> . Taken by <u>Abigail, Charity, Elizabeth and Maudlyn</u>	-	217-10- 0	217-10- 0	French
73) 20 December 1628 Bristol	A frigate. Taken by <u>Peter</u> , captain <u>John Powell</u>	Hides; Campeche wood	460-18- 0	-	Spanish
74)	<u>Mary of Bayonne</u> . Taken by <u>Victory</u> , captain <u>Robert Fermes</u>	-	-	-	French
75)	<u>Mary of St. Jean de Luz</u> Taken by <u>Abigail</u> and <u>Charity</u> , captain <u>Kirke</u>	-	-	-	French
76)	<u>Grace of St. Jean de Luz</u> . Taken by <u>Abigail</u> and <u>Charity</u> , captain <u>Kirke</u>	-	-	-	French

Date and place of appraisement      Details of prize and captors      Summary of cargo      Total value      Value of vessel      Nationality

£: s: d.      £: s: d.      £: s: d.

77)	1628	<u>Mary of St. Jean de Luz.</u> Taken by <u>Abigail</u> and <u>Charity</u> , captain Kirke	-	-	French
78)	1628	<u>Mary of St. Vincent.</u> Taken by <u>Abigail</u> and <u>Charity</u> , captain Kirke	-	-	French
79)	1628	<u>St. John of San Sebastián</u> Taken by <u>Abigail</u> and <u>Charity</u> , captain Kirke	-	-	Spanish
80)	1628	<u>St. Peter of St. Jean de Luz.</u> Taken by <u>Abigail</u> and <u>Charity</u> , captain Kirke	-	-	French
81)	1628	<u>Mary of Bayonne.</u> Taken by <u>Abigail</u> and <u>Charity</u> , captain Kirke	-	-	French



Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	

82)	1628 <u>Little Jane.</u> Taken by <u>Benediction</u> and adjudged as prize to Lord Baltimore	-	-	-	French
83)	1628 <u>Marie.</u> Taken by <u>Benediction</u> and adjudged as prize to Lord Baltimore	-	-	-	French
84)	1628 <u>Anne.</u> Taken by <u>Benediction</u> and adjudged as prize to Lord Baltimore	-	-	-	French
85)	1628 <u>Louis of Bourgneuf?</u> Taken by <u>Victory,</u> captain Robert Fermes	-	-	-	French
86)	1628 A prize of St. Jean de Luz Taken by <u>Victory,</u> captain Robert Fermes	-	-	-	French
87)	1628 <u>Jane of Bayonne.</u> Taken by <u>Victory,</u> captain Robert Fermes	-	-	-	French

App. II: London

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
88)	1628 Goods in a French bark. Taken by <u>Clement and Job, captain Crandley and captain John Thornebush, Adventure?</u>	Wines	-	-	French
89)	1628 Goods in a French bark. Taken by <u>Clement and Job, captain Crandley, and captain John Thornbush, Adventure?</u>	Wines	-	-	French
90)	1628 <u>Swallow.</u> Taken by <u>Gift, captain Samuel Crampton</u>	Sugar	-	-	-
91) 7 January 1629 London	A small bark. Taken by <u>Reformation, captain John Bickley</u> H.C.A.2/62	Salt; wheat; meal	12- 7- 4*	-	-
92) 7 January 1629 London	A small bark. Taken by <u>Reformation, captain John Bickley</u> H.C.A. 2/62	Salt	12- 7- 4*	-	-
93) 20 January 1629 London	A bark. Taken by <u>Assurance, captain Bence Johnson</u>	Cotton; carpets; silks; syrup	1,774- 4- 5	-	French

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
94) January 1629 London	<u>Spaniel</u> . Taken by <u>George</u> , captain Robert Ensome H.C.A.2/62	Fish; oil	135- 0- 0 in total. (Estimate based on sale of tenths.)	-	-
95) January 1629	<u>Samaritan</u> . Taken by <u>Jonathan</u> , <u>Lucretia</u> , and <u>Constance</u>	Salt	95- 7-10	25- 0- 0	French
96) 10 February 1629 London	A bark. Taken by <u>Good Hope</u> , captain George May	Sack; olives; aqua-vitae; raisins	730-10- 0	30-10- 0	Spanish
97) 26 February 1629	A prize. Taken by <u>Pelican</u> , captain Thomas King	Sugar	-	-	Portuguese
98) 26 February 1629 Plymouth	<u>Our Lady of Candlemas</u> Taken by <u>Pelican</u> , captain Thomas King	Sugar	-	-	Portuguese
99) 4 March 1629 London	A prize. Taken by <u>Good Hope</u> , captain George May	Paper;	160- 4- 0	12- 0- 0	French

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
100) 4 March 1629 London	<u>St. Louis</u> of Talmont. Taken by <u>Good Hope</u> , captain George May	Paper; hemp wooden combs	271- 8- 0	20- 0- 0	French
101) 2 April 1629 London	A prize. Taken by <u>Eagle</u> , captain Sir Kenelm Digby	Indigo; gum incense; cloths; cinnamon	199-17- 0	-	French
102) 2 April 1629 London	A prize. Taken by <u>Eagle</u> , captain Sir Kenelm Digby	Sugars; cotton 1,633-15-10 wool; silk; flax; cotton	1,633-15-10	-	French
103) 2 April 1629 London	<u>St. John</u> . Taken by <u>Eagle</u> , captain Sir Kenelm Digby	Wheat; rice	36-17- 6	-	-
104) 2 April 1629 London	Goods from a bark. Taken by <u>Eagle</u> , captain Sir Kenelm Digby	Pieces of eight; wood; cloths	1,270-13- 0	-	French
105) 2 April 1629 London	Prize goods. Taken by <u>Eagle</u> , captain Sir Kenelm Digby	Sheep skins	4-18- 4	-	-



Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
106) 10 April 1629 Isle of Wight	Ordnance. Taken by <u>Sparrowhawk</u> , captain Anthony Hobson S.P.16/136/62	Ordnance	42-10- 0	-	-
107) 18 April 1629 London	<u>St. Mary of Marseilles</u> . Taken by Valentine, captain Peter Blake	Linen; cloths	630- 7-11	-	French
108) 23 April 1629 Tenby	<u>St. Charles of Dieppe</u> , 30 tons. Taken by <u>Rebecca</u> , captain Limbery	Wheat; flour; biscuit	-	-	French
109) 3 June 1629 London	<u>Hopewell</u> alias <u>White Lion</u> . Taken by <u>Eagle</u> , captain Sir Kenelm Digby	-	322-12- 0	322-12- 0	-
110) 26 June 1629 Topsham	<u>St. John the Baptist</u> . Taken by <u>Rebecca</u> , captain Limbery S.P.16/145/60	Brazil wood;	-	-	-

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
111) 27 June 1629 London	<u>Mary</u> alias <u>St. Denis</u> of <u>Les Sables d'Olonne</u> . Taken by <u>Transport</u> , captain <u>Henry West</u>	Cloths; tar; nails	336-16- 0	45- 0- 0	French
112) 6 July 1629 London	<u>Our Lady of Piety</u> . Taken by <u>Transport</u> , captain <u>Henry West</u>	Sugars; hides; molasses	3,170- 2- 6	35- 0- 0	Portuguese
113) 6 July 1629 London	<u>Corpo Sancto</u> . Taken by <u>Transport</u> , captain <u>Henry West</u>	Sugars; tobacco; ginger; <u>Brazil</u> wood; hides	3,672- 5- 8	85- 0- 0	Portuguese
114) 24 July 1629 London	<u>St. Mary of Redemption</u> . Taken by <u>Bonadventure</u> , captain <u>William Bundocke</u>	Silks; satins	132-16- 0	-	-
115) 8 August 1629 London	<u>Waterhound</u> alias <u>Red</u> <u>Lion</u> . Taken by <u>Eagle</u> , captain <u>Sir Kenelm Digby</u>	-	383- 6- 8	383- 6- 8	-
116) 12 August 1629 London	<u>St. Anthony</u> . Taken by <u>Hopewell</u> , captain <u>Prynne</u>	Sugars; <u>Brazil</u> wood; hides	6,869- 0- 0	30- 0- 0	Portuguese/ Spanish

App. II: London

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
117) 1 September 1629 Southampton	<u>Margaret</u> , 40 tons. Taken by captain <u>Pickford</u> , set out by <u>Humphrey Slaney</u>	Wine	319-15- 0	35- 0- 0	Flemish
118) 21 September 1629 London	<u>St. Michael</u> . Taken by <u>Eagle</u> , captain <u>Sir Kenelm Digby</u>	Wool; barilla	7,526-10- 0	-	-
119) 22 September 1629 London	<u>Jonas</u> . Taken by <u>Eagle</u> , captain <u>Sir Kenelm Digby</u>	Wood;	8,243- 7- 6	-	Venetian
120) 23 September 1629 Portsmouth	<u>St. John Baptist of Hamburg</u> Taken by <u>Sir John Wentworth</u>	-	312- 0- 0	312- 0- 0	Hamburg
121) 17 December 1629 London	<u>Fortune of Dunkirk</u> . Taken by <u>Love's Increase</u> , captain <u>Cooke</u>	Wine	363-12- 0	60- 0- 0	Flemish
122) London	<u>St. Francis of Le Havre</u> . Taken by <u>Victory</u> , captain <u>Robert Fermes</u>	-	-	-	French
123)	Goods. Taken by <u>Fortune</u> , captain <u>Arthur Guy</u>	Pieces of eight; silver plate and bowls	-	-	Spanish

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
124)	1629 Goods in the <u>Three Kings</u> . Taken by <u>William and Ralph</u> , captain <u>Trenchfield</u> and <u>Unicorn</u> , captain <u>Haddock</u>	-	-	-	-
125)	1629 Goods in the <u>Red Hare</u> . Taken by <u>William and Ralph</u> , captain <u>Trenchfield</u> and <u>Unicorn</u> , captain <u>Haddock</u>	-	-	-	-
126)	1629 <u>Diana</u> . Taken by <u>Eagle</u> , captain <u>Sir Kenelm Digby</u>	Wine; oil; salt	-	-	-
127)	1629 <u>Unicorn</u> of <u>Quillebeuf</u> . Taken by <u>Samuel</u> , captain <u>Crampton</u>	-	-	-	French
128)	1629 <u>Catherine</u> . Taken by <u>Samuel</u> , captain <u>Crampton</u>	-	-	-	French
129)	1629 <u>Our Lady of the Beads</u> . Taken by <u>Gift</u>	Wine	-	-	-



Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	£: s: d.	Value of vessel	£: s: d.	Nationality
130)	<u>Margaret</u> . Taken by <u>Gift</u>	Wine	-		-		-
131)	A bark. Taken by captain Andrews H.C.A.2/62	-	1,709- 2- 6 (Estimate based on sale of tenths.)		-		Spanish
132)	<u>Jacob of Nazareth</u> . Taken by <u>Pelican</u>	Sugars; hides	7,457-10- 0		40- 0- 0		-
133)	<u>Virgin Mary of Le Croisic</u> , 100 tons. Prize?	-	311-10- 0		311-10- 0		French
134)	A Biscayner. Taken by <u>Transport</u> , captain Henry West	Pitch;	164-10- 0 (Estimate based on sale of tenths.)	Included in total	-		Spanish
135)	<u>Our Lady of Nazareth of Oporto</u> . Taken by <u>Pelican</u> , captain King	Sugars; tobacco; wood	-		-		Portuguese
136)	<u>Spirito Sancto</u> . Taken by captain William Merricke H.C.A.2/62	-	1,764-10- 0 (Estimate based on sale of tenths.)		-		-

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
137)	1630 A carvel. Taken by <u>Hopewell</u> , captain Munday	Sugars; cotton wool	-	-	Portuguese
138)	1630 <u>St. Andrew</u> . Taken by <u>Hopewell</u> , captain Prinn	Deals; herrings	-	-	-
139)	1630 <u>Good Jesus</u> . Taken by <u>Valentine</u>	Sugars	-	-	Portuguese
140) 9 February 1631	Prize goods. Taken by <u>Desire</u> , captain Stanton	Wine	810- 0- 0	-	-
141) August 1631	<u>Souls of Purgatory</u> . Taken by captain <u>John Browne</u> H.C.A.2/62	-	406- 3- 4 (Estimate based on sale of tenths.)	-	-
142) ? London	<u>Our Lady of the Beads</u> . Taken by captain <u>John Powell</u>	Sugars	9,326- 4-10	-	Portuguese
143) ? London	<u>George</u> . Taken by captain <u>Carey</u>	Wines; sugar	1,294-10- 0	-	-
144) ? London	<u>St. Mary of Lübeck</u> . Taken by <u>Plain Joan</u>	Aqua-vitae	210- 0- 0	-	Lübeck

App. II : Dover

Date and place of appraisalment	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	

III. SOUTH EAST:

Dover

1) 12 May 1627	A small bark of Conquet. Taken by <u>John and Fortune, captain Burley</u> S.P.16/63/24 and the following nine; 16/64/46	Oranges; lemons	-	-	French
2) 12 May 1627 Dover	<u>Louis of Dieppe, 50 tons</u> Taken by <u>John and Fortune, captain Burley</u>	Glass; gum; lanterns; bottles	-	-	French
3) 12 May 1627 Dover	A fishing vessel of Honfleur, 60 tons. Taken by <u>John and Fortune, captain Burley</u>	-	-	-	French
4) 12 May 1627 Dover	<u>Good Adventure of St. Valery.</u> Taken by captain Stephens	Wines	-	-	French
5) 12 May 1627 Dover	<u>Gift of God of Honfleur.</u> Taken by captain Stephens	Rye	-	-	French
6) 12 May 1627 Dover	A flyboat of Oléron. Taken by captain Stephens	Barley	-	-	French

App. II: Dover

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
7) 12 May 1627 Dover	<u>St. James of Cherbourg, 70 tons.</u> Taken by captain <u>Stephens</u>	Shovels; pickaxes	-	-	French
8) 12 May 1627 Dover	<u>Increase of St. Valery, 40 tons.</u> Taken by <u>John and Fortune, captain Burley</u>	-	-	-	French
9) 12 May 1627 Dover	<u>Gift of God of Newhaven, 120 tons.</u> Taken by <u>John and Fortune, captain Burley</u>	Salt	-	-	French
10) 12 May 1627	<u>Peter of the islands of Westant? 40 tons.</u> Taken by <u>John and Fortune, captain Burley</u>	Grain	-	-	French
11) 15 June 1627	<u>Sun or St. Anne of Newhaven.</u> Taken by <u>John and Fortune, captain Burley</u>	Cheese; flax; tallow; pitch and tar	289-17- 6	30-0- 0	French
12) 15 June 1627	<u>Fortune of Calais.</u> Taken by <u>John and Fortune, captain Burley</u>	Wines	262-15- 0	40- 0- 0	French



App. II : Dover

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
13) 15 June 1627 Dover	<u>Gift of God of Dieppe</u> Taken by <u>John and Fortune,</u> captain <u>Burley</u>	Starch; deal boards	149- 0- 0	35- 0- 0	French
14) 15 June 1627 Dover	<u>John, 22 tons.</u> Taken by <u>Africa,</u> captain <u>Ledgent</u>	Campeche wood; oil; canvas	284- 0- 0	6- 0- 0	French
15) 15 June 1627 Dover	<u>Goodwill of Dieppe.</u> Taken by <u>Africa,</u> captain <u>Ledgent</u>	Tar; deal boards	162-10- 0	30- 0- 0	French
16) 15 June 1627 Dover	<u>Our Lady of Calais or</u> <u>Dunkirk</u>	Wines; salt; vinegar	274- 0- 0	40- 0- 0	French/ Flemish?
17) 15 June 1627 Dover	<u>Francis of Marennes?</u>	Wines	196- 0- 0	16- 0- 0	French
18) 15 June 1627 Dover	A bark of Flanders	Tar	10- 0- 0	6- 0- 0	Flemish
19) 15 June 1627 Dover	<u>St. John of Caen.</u> Taken by <u>Have-at-all,</u> captain <u>Hippisley</u>	Cider; glasses; paper	78-12- 4	12- 0- 0	French

App. II: Dover

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
20) 15 June 1627 Dover	<u>St. Francis.</u> Taken by <u>Have-at-all</u> and <u>Sweepstake</u>	Wines	307- 0- 0	35- 0- 0	French
21) 15 June 1627 Dover	<u>Bonaventure of St. Valery.</u> Taken by <u>Have-at-all</u> and <u>Sweepstake</u>	Barley	80- 0- 0	17- 0- 0	French
22) 15 June 1627 Dover	<u>St. John of Calais.</u> Taken by <u>Have-at-all</u> and <u>Sweepstake</u>	Salt	756- 0- 0	Included in total	French
23) 3 July 1627 Dover	<u>Unicorn of Flushing.</u> Taken by <u>Africa</u> , captain <u>Ledgent</u>	Silver and Spanish money; canvas; tobacco; almonds; anniseed; dates	1,562- 8- 0	-	Dutch
24) 3 July 1627 Dover	<u>St. Mary.</u> Taken by <u>John and Fortune</u> , captain <u>Burley</u>	Linen	1,371-13- 4	6-13- 4	French
25) 3 July 1627 Dover	<u>Margaret of Penmarch?</u> Taken by <u>Africa</u> , captain <u>Ledgent</u>	Cork; wood	341-10- 0	30- 0- 0	French
26) 3 July 1627 Dover	<u>Shoemaker</u> Taken by <u>Have-at-all</u> , captain <u>Hippisley</u>	Tobacco; pickled lemons	318-15- 0*	-	-

App. II : Dover

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
27) 3 July 1627 Dover	<u>St. Peter of Rotterdam</u> Taken by <u>Have-at-all</u> , captain <u>Hippisley</u>	Tobacco	318-15- 0*	-	Dutch
28) July 1627 Plymouth	<u>Crescent of Le Havre</u> Taken by <u>Raven</u> , captain <u>John Dove</u> S.P.16/93/35	Fish; oil	-	-	French
29) 27 September 1627 Dover	<u>Viaspina</u> . Taken by <u>Merchant Adventurer</u>	Wine	223-12- 6	100- 0- 0	French
30) 25 November 1628 Dover	<u>Hope of Hoorn</u> . Taken by <u>Hercules</u> , captain <u>Ledgent</u>	Deal boards; cloths; canvas	853- 8- 0	360- 0- 0	Dutch
31) Dover	<u>Bonadventure</u> . Taken by <u>Revenge and Speedwell</u>	-	-	-	French
32)	<u>Adventure</u> . Taken by <u>Revenge and Speedwell</u>	-	-	-	French
33)	<u>Adventure</u> . Taken by <u>Revenge and Speedwell</u>	-	-	-	French

App. II : Dover

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
34)	1628 <u>Jane</u> . Taken by <u>Revenge and Speedwell</u>	-	-	-	French
35)	1628 A fishing bark. Taken by <u>Revenge and Speedwell</u>	-	-	-	French
36)	1628 A fishing bark. Taken by <u>Revenge and Speedwell</u>	-	-	-	French
37)	1628 A fishing bark. Taken by <u>Revenge and Speedwell</u>	-	-	-	French
38) January 1629 Dover	A vessel taken by <u>Revenge</u> , captain <u>Greene</u> S.P.16/132/12	Sugars; tobacco	-	-	-
39) 16 March 1629 Dover	A prize taken by <u>Black Dog</u> , captain <u>Abraham Hugessen</u> S.P.16/138/80	Raisins;hides	-	-	French
40) 27 April 1629 Dover	St. Peter. Taken by <u>Holdfast</u> , captain <u>Hippisley</u>	Wines; salt	386-13- 4	50- 0- 0	-
41) 27 April 1629 Dover	Mary of Abbeville. Taken by <u>Holdfast</u> , captain <u>Hippisley</u>	Wines; iron; alum; deal boards	172- 0- 0*	16- 0- 0	French



App. II : Dover

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
42) 27 April 1629 Dover	<u>Carpenter of Abbeville.</u> Taken by <u>Holdfast</u> , captain <u>Hippisley</u>	Wines; iron; alum; deal boards	172- 0- 0*	16- 0- 0	French
43) 27 April 1629 Dover	A prize taken by <u>Holdfast</u> , captain <u>Hippisley</u>	Wines; flax; linseed	184-10- 0*	15- 0- 0	French
44) 27 April 1629 Dover	A prize taken by <u>Holdfast</u> , captain <u>Hippisley</u>	Wines; flax; linseed	184-10- 0*	15- 0- 0	French
45) 8 July 1629 Dover	<u>Charity of Flushing</u> <u>Prize?</u>	Barley; rye	181-14- 8	66-13- 4	Dutch
46) 25 July 1629	<u>Our Lady of Good Faith.</u> Taken by <u>Have-at-all</u>	Sugars; tobacco; cotton wool; ginger; dyewoods	2,334- 8- 0	-	Spanish
47) 30 July 1629	<u>St Mary.</u> Taken by <u>Have-at-all</u>	Canvas;	86-18-10	-	French
48) 1629	A bark. Taken by <u>Hercules</u> , captain <u>Ledgent</u>	Iron	-	-	-

App. II : Dover

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
49)	1629 Goods in <u>Fortune of Hamburg</u> . Taken by <u>Holdfast</u> , captain <u>Hippisley</u>	Fish; lead	-	-	Hamburg
50)	1629 <u>A Hoy</u> Taken by <u>Black Dog</u> , captain <u>Hugessen</u>	Wines	-	-	French
51)	1629 A French ship. Taken by <u>Black Dog</u> , captain <u>Hugessen</u>	Wines	-	-	French
52)	1629 <u>Bontemps</u> . Taken by <u>Black Dog</u>	-	-	-	French
53)	1629 Goods in <u>King David</u> . Adjudged to Sir John <u>Hippisley</u>	Kettles; nails	-	-	-
54)	1629 <u>St. George</u> . Taken by <u>Revenge</u>	-	-	-	French
55)	9 August 1630 Dover A Spanish ship. Taken by <u>Holdfast</u> , captain <u>John Morris</u>	Iron; cinnamon; 498-11-8 sugar; pepper; pipestaves	16- 0- 0	16- 0- 0	Spanish
56)	9 August 1630 Dover A prize. Taken by <u>Holdfast</u> , captain <u>John Morris</u>	Iron	193- 6- 3*	10- 0- 0	Spanish

App. II: Dover contd., Rye

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
57) 9 August 1630 Dover	A prize. Taken by <u>Holdfast</u> , captain John Morris	Iron	193- 6- 3*	10- 0- 0	Spanish
<u>Rye</u>					
1) 13 October 1628 Rye	A bark. Taken by <u>Speedwell</u>	-	30- 0- 0	30- 0- 0	French
2) 13 October 1628 Rye	A bark. Taken by <u>Speedwell</u>	-	30- 0- 0	30- 0- 0	French
3) 13 October 1628 Rye	A prize. Taken by <u>Speedwell</u>	Salt	73- 0- 0*	15- 0- 0	French
4) 13 October 1628 Rye	A prize. Taken by <u>Speedwell</u>	Salt	73- 0- 0*	15- 0- 0	French
5) October 1628 Rye	A Spanish carvel. Taken by <u>Speedwell</u> S.P.16/136/36	Salt	-	-	Spanish
6) 27 December 1628 Rye	St. Andrew of Calais. Taken by <u>Speedwell</u>	Barley	192- 0- 0	50- 0- 0	French

App. II : Southampton

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
<u>IV. SOUTH:</u>					
<u>Southampton</u>					
1) 17 April 1627 Southampton	A prize. Taken by one of the Earl of Warwick's fleet S.P.16/60/43; 16/66/47	Paper; hats; dishes; canvas	-	-	-
2) 2 July 1627 Portsmouth	<u>St. James of Abbeville</u> , 50 tons. Taken by <u>Golden Falcon</u> , captain Granger	Wines; cider; iron; cork	272-11- 9	60- 0- 0	French
3) 29 July 1627 Southampton	A ship of Newhaven. Taken by <u>Robert</u> , captain Cammock S.P.16/79/75; 16/78/60	Fish;	450- 0- 0	-	French
4) 30 August 1627 Cowes	A French Banker. Taken by captain Scras S.P.16/79/75	Fish; oil	-	-	French
5) 30 August 1627 Cowes	A Banker. Taken by captain Scras S.P.16/79/75	Fish;	-	-	French
6) 6 September 1627 Southampton	Prize goods? Delivered to Leonard Thompson	Wool; cloth	40- 7- 1	-	-
					216



App. II: Southampton

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
7) 27 September 1627 Portsmouth	<u>Hope of Fécamp</u> . Taken by <u>Golden Falcon</u> , captain Granger	Fish; oil	191- 0- 0	30- 0- 0	French
8) 16 November 1627 Portsmouth	<u>Ann of Calais</u> , 90 tons	Cloths; wire; thread	309-18- 7½	100- 0- 0	French
9) 19 November 1627 Shoreham	<u>Seahorse of Granville</u> , 25 tons S.P.16/85/6	Oils; sack; tallow; wax; hides	-	-	French
10) December 1627 Portsmouth	<u>Charles of Nantes</u> , 90 tons Prize? S.P.16/86/4 I	-	250- 0- 0	250- 0- 0	French
11) 12 March 1628	<u>St. Peter of Conquet</u> . Taken by captain Needler S.P.16/96/42 II	Sugars	1,620-10- 2	20- 0- 0	French
12) 12 March 1628	<u>Fortune of Edam</u> . Taken by <u>Dolphin</u> , captain Scras	Salt	402- 0- 0	-	Dutch

App. II : Southampton

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
13) 12 March 1628 Southampton	<u>Charity of Alkmaar.</u> Taken by <u>Dolphin</u> , captain Scras	Salt	459-10- 0	-	Dutch
14) 12 March 1628 Southampton	<u>Sower?</u> Taken by <u>Dolphin</u> , captain Scras	Salt	574-10- 0	-	Dutch
15) 12 March 1628 Southampton	<u>Mason?</u> of Edam. Taken by <u>Dolphin</u> , captain Scras	Salt	517- 0- 0	-	Dutch
16) 12 March 1628 Southampton	<u>Dorr?</u> of Alkmaar. Taken by <u>Dolphin</u> , captain Scras	Salt	402- 0- 0	-	Dutch
17) 12 March 1628 Southampton	<u>St. Peter</u> of Amsterdam. Taken by <u>Dolphin</u> , captain Scras	Salt	402- 0- 0	-	Dutch
18) 12 March 1628 Southampton	<u>Hope</u> of Rotterdam. Taken by <u>Dolphin</u> , captain Scras	Salt	402- 0- 0	-	Dutch
19) 10 May 1628 Southampton	<u>St. Nicholas</u> of Granville Taken by captain Scras	Oil; hides blockwood; sugar	802-13-4	12- 0- 0	French

App. II : Southampton

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
20) 10 May 1628 Southampton	<u>Nicholas of Granville</u> Taken by captain Scras	Butter; oil; sugar; blockwood	531- 0- 0	12- 0- 0	French
21) 12 May 1628 Chichester	<u>Rose of Conquet, 30 tons.</u> Taken by captain Scras	Sugars.	1,095- 0- 0	20- 0- 0	French
22) May 1628 Weymouth	<u>Mary.</u> Taken by <u>Mary,</u> captain Bryant S.P.16/111/9 I	Deal boards; pipestaves	-	-	-
23) 12 June 1628 Southampton	<u>Philip.</u> Taken by captain Scras	Wines; prunes; vinegar; cork	747- 6- 0	50- 0- 0	-
24) 23 July 1628	A small bark of Dieppe. Taken by captain Scras S.P.16/110/60	Plaster of Paris	-	-	French
25) 9 September 1628 Southampton	A prize taken by captain Scras S.P.16/120/36	Canvas; cloths	600- 0- 0	-	-

App. II : Southampton

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
26) 9 September 1628 Southampton	A prize. Taken by captain Scras S.P.16/120/36	Salt	600- 0- 0	-	-
			Estimate of John Ellsey, collector		
27) 23 October 1628 Cowes	<u>St. Francis</u> of St. Malo. Taken by <u>Maudlin</u> , captain Needler	Salt	191- 0- 0	35- 0- 0	French
28) 3 November 1628 Isle of Wight	<u>Phoenix</u> . Taken by <u>Maudlin</u> , captain Richard Pratt	Salt	190- 0- 0	40- 0- 0	-
29) 26 November 1628 Dartmouth	<u>Reney</u> of Oléron. Taken by <u>John</u>	Fish; oil	109-15- 0	25- 0- 0	French
30) 26 November 1628 Dartmouth	<u>Henry</u> of Granville. Taken by <u>John</u>	Fish; oil	118- 8- 0	22- 0- 0	French
31) 9 December 1628 Dartmouth	<u>Francis</u> of Les Sables <u>d'Olonne?</u> Taken by <u>Gift</u> of <u>God</u> , captain Chautrey	Sack; raisins	971- 0- 0	53- 0- 0	French
32) 29 December 1628 Isle of Wight	<u>St. Paul</u> of Les Sables <u>d'Olonne?</u> Taken by captain Thibault	Wines	1,110-16- 8	70-16- 8	French



App. II : Southampton

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total		Value of vessel	Nationality
			value	£: s: d.		
33) 1628 London?	<u>Eagle</u> , 20 tons. Taken by <u>Gift of God</u> , captain <u>Chauntrey</u>	-	12- 0- 0	12- 0- 0	12- 0- 0	French
34) 1628 London?	<u>Mary of Nantes</u> , 35 tons Taken by <u>Gift of God</u> , captain <u>Chauntrey</u>	-	18- 0- 0	18- 0- 0	18- 0- 0	French
35) 1628	<u>Alliance</u> . Taken by <u>Dolphin</u> , captain <u>Scras</u>	-	-	-	-	French
36) 1628	<u>Cock</u> . Taken by <u>Dolphin</u> , captain <u>Scras</u>	-	-	-	-	French
37) 1628	<u>St. James of Le Havre</u> . Taken by <u>Peter</u> , captain <u>Freeland</u>	-	-	-	-	French
38) 13 January 1629 Plymouth	<u>Black Horse or Black Heron</u> . Taken by <u>Fortune</u> , captain <u>Squibb</u>	Wines	600- 0- 0	-	-	Dutch
39) 20 January 1629 Southampton	<u>St. Mary of Dieppe</u> , 15 tons. Taken by captain <u>Scras</u> S.P.16/136/62	Bottles;	41- 1- 8	13- 6- 8	(Based on sale of tenths.)	French

App. II: Southampton

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
40) 7 April 1629 Coves	<u>St. Francis</u> . Taken by <u>Falcon</u> , captain Scras	Sugars	1,722-13- 9	-	French
41) 21 April 1629 Coves	<u>Dolphin</u> of Ostend, 100 tons	Salt	220- 0- 0	40- 0- 0	Flemish
42) 12 May 1629	<u>St. Francis</u> of Nantes. Taken by <u>Fortune</u> , captain Reskimer S.P.16/142/70 I	Wine	311- 0- 0	35- 0- 0	French
43) 12 May 1629	<u>Jane</u> of Nantes. Taken by <u>Fortune</u> , captain Reskimer	Wine	45- 0- 0	3- 0- 0	French
44) 17 July 1629 London	<u>Fortune</u> of Calais. Taken by <u>Pleasure</u> , captain Chauntrey	Wine; raisons; oil	1,221- 4- 4	60- 0- 0	French
45) 22 June 1630 Coves	<u>Hope</u> of Oporto, 200 tons Taken by <u>Dolphin</u> , captain Scras S.P.16/170/30. I	Salt	115-17- 6 (Based on sale of tenths)	Included in total	Portuguese

App. II : Southampton

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
46) 22 June 1630 Cowes	<u>Our Lady of the Beads of Lisbon?</u> 60 tons. Taken by captain Scras. S.P.16/170/30.I	Wines	61- 0- 0	25- 0- 0	Portuguese/ Spanish
47) 9 August 1630 Isle of Wight	<u>Little Eagle.</u> Taken by <u>Maudlin</u>	Spanish wool	619- 5- 0	-	-
48) 17 August 1630 Southampton	<u>Phoenix of Honfleur.</u> Taken by captain Chauntrey	Spanish wool	640- 0- 0	-	French
49) 1630	<u>Our Lady of Conception of Oporto.</u> Taken by captain Bust	Salt	-	-	Spanish
50) 31 January 1630 Fowey	A flyboat, 130 tons Taken by <u>John</u> , captain William Bust	Deal boards	337- 0- 0	220- 0- 0	-

App. II : Poole, Weymouth

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
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V. SOUTH WEST:

Poole

1) 11 August 1627  
Poole  
John of Newhaven, or Le Havre. Taken by Desire, captain Gibbon

189- 0- 0      20- 0- 0      French

Weymouth

1) 1626  
Weymouth  
Goods in the Fortune of Capbreton? Taken by Thomasine, captain Proust S.P.16/43/71

-      -      French

2) 11 May 1627  
Weymouth  
Goods in a Flemish ship. Taken by captain Salneufeue

636-10- 0      -      Flemish

3) 9 July 1627  
Weymouth  
Gift of St. Valery. Taken by captain Robert Powlett S.P.16/70/52. III

-      -      French



App. II: Weymouth

Date and Place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
4) 9 July 1627 Weymouth	<u>James of Dieppe.</u> Taken by captain Robert Powlett S.P.16/70/52 II	Spanish wool; resin	-	-	French
5) 9 July 1627 Weymouth	<u>Lady Cinde of St. Antonio?</u> Taken by captain Richard Champion	Sugars	2,675-16- 0	20- 0- 0	Portuguese
6) July 1627 Coves	<u>Griffin of Saardam?</u> Taken by <u>Truelove</u> , captain Roye S.P.16/79/75	Salt	283- 6- 8 (Based on sale of tenths)	-	Dutch
7) 1 August 1627 Weymouth	<u>Hope</u>	-	186- 3- 0	186- 3- 0	-
8) 15 August 1627 Weymouth	<u>Colone of Morlaix?</u> Taken by captain Salneufeue S.P.16/74/1	Wine; Campeche wood	-	-	French
9) 15 August 1627 Weymouth	<u>Margaret of Morlaix.</u> Taken by captain Salneufeue S.P.16/74/1	Fish	-	-	French

App-II : Weymouth

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
10) 15 August 1627 Weymouth	<u>Ann of Conquet.</u> Taken by captain <u>Salneufeue</u> S.P.16/74/1	Beer; small amounts of money	-	-	French
11) 11 September 1627 Southampton	<u>Rose of Newhaven.</u> Taken by <u>Truelove</u> , captain <u>Roye</u>	Fish; oils	400- 0- 0	100- 0- 0	French
12) 11 September 1627 Southampton	<u>Francis of Fécamp.</u> Taken by <u>Truelove</u> , captain <u>Roye</u>	Fish; oils	165- 0- 0	40- 0- 0	French
13) December 1627 Weymouth	<u>Dolphin of Newhaven.</u> Taken by <u>Truelove</u> , captain <u>Salneufeue</u> S.P.16/93/35	Fish; oils	-	-	French
14) December 1627 Weymouth	<u>Flower.</u> Taken by <u>Truelove</u> , captain <u>Salneufeue</u> S.P.16/93/35	Fish; oil	-	-	-
15) December 1627 Weymouth	<u>St. Nicholas.</u> Taken by <u>Truelove</u> , captain <u>Salneufeue</u> S.P.16/93/35	Fish; oil	-	-	-

App. II: Weymouth

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
16) December 1627 Weymouth	<u>Hester</u> . Taken by <u>Truelove</u> , captain Salneufeue S.P.16/93/35	Fish; oil	-	-	-
17) December 1627 Weymouth	<u>Hope</u> . Taken by <u>Shuttle</u> , captain Cornish S.P.16/98/95 I	Sugars; wines; bayberries	-	-	-
18) 2 January 1628 Weymouth	Prize goods. Delivered to Richard Wright and others	Wines; sugars	651-13- 4	-	-
19) 2 January 1628 Weymouth	Prize goods. Delivered to Richard Wright and others	Sugars; wines	2,180-10-10	-	-
20) 12 March 1628 Weymouth	<u>Seahorse of Amsterdam</u> . Taken by <u>Abigail</u>	Cloths; deal- boards; pipe- staves; bacon; cheese	521- 5- 0	60- 0- 0	Dutch
21) 27 May 1628 Weymouth	<u>Our Lady of Vestero?</u> Taken by <u>Gift</u> , captain Cuttance	Sugars; Brazil wood; tobacco; hides	7,892-17- 8	40- 0- 0	-
22) 27 May 1628 Weymouth	<u>Margaret</u> . Taken by <u>Gift</u> , captain Cuttance	Pitch; cloths; iron; nails; cork	112-12- 8	6-10- 0	-

App. II: Weymouth

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
23) 16 July 1628 Weymouth	<u>St. George</u>	Salt; tobacco; canes	1,199-18- 8	18-- 0- 0	-
24) 16 July 1628 Weymouth	<u>Our Lady the Help, of St. Antonio?</u>	Tobacco; sugars; oil; cotton wool	3,467-18- 6	6- 0- 0	Portuguese
25) 5 August 1628 Weymouth	<u>Hope</u>	-	300- 0- 0	300- 0- 0	-
26) 13 August 1628 Weymouth	<u>St. John of Viana. Taken by Content, captain Hinckley</u>	Sugars; tobacco; ginger; hides	7,452-15- 0	100- 0- 0	Portuguese
27) 3 September 1628 Youghal	<u>Our Lady of Incarnation Taken by Pilgrim</u>	Sugars; tobacco; ginger; molasses	3,153- 5- 2	40- 0- 0	Portuguese
28) 10 October 1628 Weymouth	<u>A prize</u>	Iron; picks; staves	423-13- 4	30- 0- 0	-



App. II : Weymouth

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
29)	1628 A bark. Taken by <u>Hope</u> , captain Maior	-	-	-	-
30)	1628 Seahorse of Le Havre. Taken by <u>Judith</u> , captain Jonas Dennys	-	-	-	French
31)	1628 Gift of God of Caen. Taken by <u>Judith</u> , captain Jonas Dennys	-	-	-	French
32)	12 January 1629 <u>St. Paul</u> . Taken by <u>Bonadventure</u> , captain <u>Davies</u>	Wheat	184-18- 0	30- 0- 0	French
33)	13 January 1629 <u>Castle of St. Malo</u> . Taken by <u>Truelove</u> , captain Chapple	Iron rods	188-15- 0	153- 0- 0	French
34)	13 January 1629 Weymouth <u>John of Nantes</u> . Taken by <u>Truelove</u> , captain Chapple	-	30- 0- 0	30- 0- 0	French
35)	19 January 1629 Weymouth <u>St. Anthony of Lisbon</u> . Taken by <u>Shuttle</u> , captain <u>Russell</u>	Sugars; tobacco; Brazil wood; ginger; hides	5,989-10- 0	20- 0- 0	Portuguese

App. II: Weymouth

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
36) 30 January 1629 Weymouth	<u>St. Anthony</u> . Taken by <u>Phoenix</u> , captain <u>Lockyer</u> S.P.16/139/45 II	Sugars; tobacco; Brazil wood; hides	-	-	-
37) 31 January 1629 Weymouth	<u>Our Lady of Good Conscience?</u> <u>Lisbon</u> . Taken by <u>Phoenix</u> , captain <u>Lockyer</u>	Sugars; Brazil wood; tobacco; hides	5,290- 5- 0	20- 0- 0	Portuguese
38) January 1629	<u>Dolphin of St. Malo</u> . Taken by captain <u>Pettifitz</u>	-	-	-	French
39) 3 March 1629 Weymouth	<u>Flower de Luce of Audierne</u> . Taken by <u>Truelove</u> , captain <u>Chapple</u>	Rye; wheat	42- 0- 0	6- 0- 0	French
40) 3 March 1629 Weymouth	<u>Mary</u> , 40 tons. Taken by <u>Truelove</u> , captain <u>Chapple</u>	Stone	18- 0- 0	10- 0- 0	French
41) 3 March 1629 Weymouth	- <u>John of Quillebeuf</u>	Iron rods	23- 4- 0	5- 0- 0	French

App. II : Weymouth

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
42) 31 March 1629 Weymouth	<u>Nicholas</u> . Taken by <u>Truelove</u> , captain Chapple H.C.A.2/62	Nail rods	17- 0- 0	-	-
		(Based on sale of tenths)			
43) April 1629 Weymouth	A prize. Taken by <u>Truelove</u> , captain Salneufeue H.C.A.2/62	-	99- 6- 8	-	-
		(Based on sale of tenths)			
44) 13 May 1629 Weymouth	<u>St. Lawrence of St. Malo</u> . Taken by <u>Truelove</u> , captain Salneufeue	Wines; raisins; almonds	1,497- 8- 0	40- 0- 0	French
45) 20 May 1629 Weymouth	<u>St. Christopher of Conquet</u> . Taken by <u>Truelove</u> , captain Salneufeue	Wheat	80- 0- 0	8- 0- 0	French
46) 20 May 1629 Weymouth	<u>Ambassage</u> . Taken by <u>Truelove</u> , captain Salneufeue	Cloths; fish; lead	212- 0- 0	16- 0- 0	French
47) 8 June 1629 Bristol	<u>St. Francis of Pineche</u> . Taken by <u>Ellinor</u> , captain Simpson S.P.16/148/102	Sugars; Brazil wood; hides	-	-	Portuguese

App. II : Weymouth

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
48) 6 July 1629 Weymouth	<u>Swallow</u> . Taken by <u>Truelove</u> , captain Salneufeue	Salt	82- 0- 0	30- 0- 0	French
49) 17 July 1629 Bristol	<u>St. Catherine</u> . Taken by <u>Hopewell</u> , captain Meech	Sugars; conserves; molasses; rice	2,900-18-10	10- 0- 0	-
50) 18 July 1629 St. Ives	<u>Margaret of Penmarch</u> 40 tons. Taken by <u>Truelove</u> , captain Salneufeue	Wines; vinegar	122- 5- 0	11-15- 0	French
51) 13 August 1629 Weymouth	Taken by <u>Judith</u> , captain captain Denny	Sugars; tobacco; Brazil wood	6,755- 0- 0	60- 0- 0	-
52) 7 September 1629 Weymouth	<u>King David</u> . Taken by <u>Mermaid</u> , captain Robert Saunders	Cloths; wax; iron; glue; pipestaves	677- 6- 8	40- 0- 0	Dutch
53) January 1630 Weymouth	Goods, delivered to John Blachford. Prize?	Sugars; Brazil wood	252- 9- 7½	11-15- 0	-



App. II : Weymouth

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
54) 17 March 1630 Weymouth	<u>Our Lady of the Beads.</u> Taken by <u>Phoenix</u> , captain Lockyer	Sugars; Brazil wood; hides; molasses	6,803-13- 4	50- 0- 0	Portuguese
55) 26 March 1630 Weymouth	<u>St. Sebastian of Lisbon.</u> Taken by <u>Marigold</u> , captain Cuttance	Sugars; cotton wool; ivory	5,477- 0- 0	200- 0- 0	Portuguese
56) March 1630? Weymouth	A small ship H.C.A.2/62	-	41-16- 8 (Based on sale of tenths)	-	-
57) March 1630?	A small ship	-	41-16- 8 (Based on sale of tenths)	-	-
58) March 1630?	A small ship	-	41-16- 8 (Based on sale of tenths)	-	-
59) 17 April 1630 Bristol	<u>St. Francis of Pineche</u> Taken by <u>Phoenix</u> , captain Clotworthy	Sugars; hides	3,813- 0- 0	20- 0- 0	Portuguese

App. II: Weymouth

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
60) April 1630 Weymouth	<u>Souls of Purgatory</u> . Taken by <u>Thomasine</u> , captain Denny H.C.A.2/62	Sugars (Based on sale of tenths)	6,975- 0- 0	-	Portuguese
61) 4 May 1630 Weymouth	<u>Mary of San Sebastián</u> Taken by <u>Catherine</u> , captain <u>White</u> H.C.A.2/62	Cloths (Based on sale of tenths)	126-16- 8	Included in total	Spanish
62) 10 May 1630 Bristol	<u>Lady of the Foot of the Cross</u> . Taken by <u>Margaret</u>	Sugars; wood	6,511-.0- 0	30- 0- 0	Portuguese
63) 20 July 1630 Weymouth	<u>St. Peter of Lisbon</u> . Taken by <u>Catherine</u> , captain <u>White</u>	Salt	158- 4- 0	40- 0- 0	Portuguese
64) 30 July 1630 Weymouth	<u>St. Anthony of San Sebastián</u> . Taken by <u>Catherine</u> , captain <u>White</u>	Pepper; sugars; salt	475-15- 5	30- 0- 0	Spanish
65) 14 August 1630 Weymouth	<u>St. Louis of Nantes</u> . Taken by captain <u>Chapple</u>	Cloth; tar; iron; hemp; lead; pipe- staves	289-16- 0	60- 0- 0	French

App. II : Weymouth contd., Lyme Regis

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
66) 2 September 1630 Weymouth	<u>St. Joseph.</u> Taken by captain Henry Michell	Salt	82-10- 0	15- 0- 0	-
67) 24 November 1630	Goods. Taken by <u>Thomasine</u>	Sugars; tobacco; wheat; marmalade	447-11- 4	-	-
68) Dartmouth	1630 <u>St. Michael.</u> Taken by <u>Seaflower,</u> captain Michell	Salt	-	-	-
69) 7 February 1631 Weymouth	Goods. Taken by <u>Willing</u> <u>Mind,</u> captain White	Sugars; Brazil wood; hides	963-16- 0	-	-
<u>Lyme Regis</u>					
1) 18 October 1628 Lyme Regis	<u>Mutton?</u> Taken by <u>Mary,</u> captain Abraham Clarke	Sugars; Brazil wood; tobacco	3,469-14-10	66-13- 4	French

App. II : Lyme Regis

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
2) 1628	<u>St. George.</u> Taken by <u>Bonadventure</u> , captain Davye	Salt; tobacco	-	-	-
3) 29 April 1629 Lyme Regis	<u>Minion of St. Malo.</u> Taken by <u>Mary</u>	Salt	58-10- 0	20- 0- 0	French
4) 29 April 1629 Lyme Regis	<u>Our Lady of Hope.</u> Taken by <u>Mary</u>	Salt	132- 0- 0	60- 0- 0	Portuguese
5) 15 June 1629 Lyme Regis	<u>Gift of God of Dieppe.</u> Taken by <u>Swan</u> , captain Abel Thomas	Sugars; sumac; tobacco	1,551- 8- 0	30- 0- 0	French
6) 8 December 1629 Lyme Regis	<u>Fortune.</u> Taken by <u>Swan</u> , captain Abel Thomas	Sugars; salt; aquar-vitae	460- 9- 4	35- 0- 0	-
7) 1629	<u>St. Jacob.</u> Taken by <u>Mary</u> , captain Abraham Clarke	-	-	-	-
8) 4 May 1630	<u>Gift.</u> Taken by <u>Mary</u> , captain Abraham Clarke H.C.A. 2/62	Wood	148- 0- 0	-	-

(Based on sale of tenths)



App. II : Lyme Regis contd., Exeter

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
9) 6 July 1630 Lyme Regis	<u>Sturgeon.</u> Taken by <u>Swan,</u> captain Abel Thomas	Dealboards; tar; cheeses; casks	71-14- 8	40- 0- 0	-
10) 29 August 1630 Minehead	<u>Crescent.</u> Taken by <u>Goose,</u> captain John Cheekly	Cloths; Lead; pipestaves; iron; tar; oil	256-13- 0	45- 0- 0	-
<u>Exeter</u>					
1) 8 July 1626 Exmouth	<u>Good Jesus.</u> Taken by <u>Willing</u> <u>Mind,</u> captain George Crosse	Sugars; cotton wool; ivory	5,020- 0- 0	200- 0- 0	Spanish/ Portuguese
2) 10 July 1626 Exmouth	<u>St. Andrew of Rotterdam.</u> Taken by <u>Willing Mind,</u> captain George Crosse	Cloths; twine; cheeses; bacon	1,508-14-10	-	Dutch
3) 10 October 1626 Topsham	<u>Nightingale.</u> Taken by <u>Willing Mind,</u> captain George Crosse	Cloths; cheeses; starch; pepper; lead; wax; flax	1,125-11- 3	-	Dutch

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
4) 10 October 1626 Topsham	<u>Whale Fish</u> , 150 tons. Taken by <u>Willing Mind</u> , captain George Crosse	Cloths; canvas; flax	725-18- 5? (Appraisal badly damaged.)	-	Dutch
5) 19 October 1626 Topsham	<u>Red Fox</u> . Taken by <u>Willing Mind</u> , captain George Crosse	Cloths; flax; twine	1,217- 0- 0?	-	Dutch
6) 22 December 1626 Dartmouth	<u>Our Lady of Good Faith</u> . Taken by <u>Willing Mind</u> , captain Tayler	Sugars; tobacco; hides; molasses; ginger	11,131-16- 7	361-13- 4	Portuguese
7) 16 January 1627 Topsham	<u>Jane and Margaret</u> , 70 tons. Taken by <u>Mary Margaret</u> , captain Daniel Vasse	Wheat; iron	231- 2- 0	115-10- 0	-
8) 24 February 1627 Topsham	<u>Golden Sun of Hamburg</u> . Taken by <u>Cat</u>	Fish; deal boards; glass bottles	757-13- 3	447- 0- 4	Hamburg
9) 12 July 1627 Exmouth	<u>Mary of Oléron</u> . Taken by <u>Providence</u> , captain Edward Crosse	Wheat; cloths	175-14- 0	30- 0- 0	French

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
10) 9 August 1627 Lyme Regis	<u>Our Lady of the Beads.</u> Taken by <u>Willing Mind</u> , captain George Crosse	Wheat; rye; iron	139- 8- 0	30- 0- 0	-
11) September 1627 Exmouth	<u>St. Katherine of Dieppe.</u> Taken by <u>Providence</u> , captain Crosse S.P.16/93/35	Fish; oil	-	-	French
12) September 1627 Exmouth	<u>St. John.</u> Taken by <u>Providence</u> , captain Crosse S.P.16/93/35	Fish; oil	-	-	French
13) 22 October 1627	<u>St. Andrew of Rotterdam.</u> Taken by <u>Willing Mind</u> , captain George Crosse	-	144- 0- 0	144- 0- 0	Dutch
14) 22 October 1627 Topsham?	<u>St. Nicholas.</u> Taken by <u>Regard</u> , captain Samuel Crocker	Fish; oil; salt	207- 0- 0	55- 0- 0	-
15) 28 November 1627 Topsham	<u>Prophet Daniel of Lübeck.</u> Taken by <u>Willing Mind</u> , captain George Crosse	Salt	669- 5- 0	-	Lubeck

App. II : Exeter

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
16) 13 December 1627 Topsham	<u>Elizabeth</u> . Taken by <u>Willing Mind</u>	Canvas; staves	139- 0- 0	35- 0- 0	French
17) 13 December 1627	<u>St. Katherine</u> of Dieppe. Taken by <u>Thunder</u> , captain Eastcott	Fish; oil	645- 0- 5	160- 0- 0	French
18) 13 December 1627 Exeter	<u>St. Mary</u> of St. Jean de Luz. Taken by <u>Willing Mind</u> , captain Baylife	Cloths; pipestaves	307- 40 -	45- 0- 0	French
19) December 1627 Exmouth	<u>Vincent</u> . Taken by <u>George</u> , captain Booth S.P.16/93/35	Fish; oil	-	-	-
20) 24 February 1628 Topsham	<u>St. John Baptist</u> . Taken by <u>Willing Mind</u> , captain Crosse	Sugars; hides; cotton wool; tobacco	-	-	Portuguese
21) March 1628 Exeter	<u>St. Lawrence</u> . Taken by <u>George</u> , captain Booth S.P.16/105/70	Salt	-	-	-



App. II : Exeter

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
22) March 1628 Exeter	<u>Friday?</u> Taken by <u>George</u> , captain Booth S.P.16/105/70, and two following	Salt	-	-	-
23) March 1628 Exeter	<u>Tuesday.</u> Taken by <u>George</u> , captain Booth	Wines	-	-	-
24) March 1628 Exeter	<u>St. John.</u> Taken by <u>George</u> , captain Booth	Wines	-	-	-
25) 11 June 1628 Fowey	A prize. Taken by <u>Refuge</u> , captain Heydon	Wines; raisins	452-10- 0	25- 0- 0	French
26) 18 June 1628 Plymouth	A bark. Taken by <u>George</u> , captain Richard Call	Hoops; plaster of Paris; tin; wood	150- 2-11	60- 0- 0	French
27) 28 July 1628 Dartmouth	<u>Our Lady of Gandelaria?</u> Taken by <u>Endeavour</u> , captain Richard Langford	Sugars; tobacco; cotton wool; hides; wood; ginger	6,876-16- 6½	100- 0- 0	-

App. II : Exeter

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
28) September 1628 Weymouth	<u>John. Taken by Fellowship,</u> captain Jarman H.C.A.2/62	011 (Based on sale of tenths.) total	568-15- 0	Included in	-
29) 20 October 1628 Topsham	<u>St. Peter of Schiedam. Taken</u> by <u>Rose</u> , captain Tayler	Salt	720- 0- 0	-	Dutch
30) 8 November 1628 Topsham	<u>Angel Raphael. Taken by</u> <u>John and Margaret, captain</u> <u>Daniel Vasse</u>	Sumac; sugars; Brazil wood	254-10- 0	20- 0- 0	French
31) 1628	<u>Margaret of Granville. Taken</u> by <u>Willing Mind</u> , captain George Crosse	Fish	-	-	French
32) 1628	<u>Hope of Schiedam. Taken by</u> <u>Refuge</u> , captain Crocker	Salt	-	-	Dutch
33) 15 June 1629 Dartmouth	<u>Hope of Bordeaux, 60 tons.</u> Taken by <u>(Black) George.</u>	Paper; hemp; iron	528- 8- 6	80- 0- 0	French

App. II: Exeter

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
34) 20 June 1629 Topsham	<u>Our Lady of Granville.</u> Taken by <u>Edward</u> , captain Hooker	Iron; steel; wool	680- 3- 9	40- 0- 0	French
35) 20 June 1629 Topsham	<u>Lion of Bréhal?</u> Taken by <u>Edward</u> , captain Hooker	Wheat	169- 0- 0	25- 0- 0	French
36) 21 August 1629 Topsham	<u>Trinity of Les Sables-d'</u> <u>Olonne?</u>	Wine; pieces of eight	1,519-10- 0	160- 0- 0	French
37) 1 December 1629 Topsham	<u>Red Lion.</u> Taken by <u>Fellowship</u> , captain Tanner	Pipestaves; tallow; butter; beef	294-10- 0?	90- 0- 0?	-
38)	<u>Dove alias Pigeon.</u> Taken by <u>Swan</u> , captain <u>Crosse</u>	Wines	-	-	French
39)	<u>Mary.</u> Taken by <u>Willing Mind</u> , and <u>Margaret</u>	-	-	-	French
40)	<u>St. John of Oporto.</u> Taken by <u>Dolphin</u>	Iron	-	-	Portuguese 243

App. II : Exeter

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
41)	1629 <u>Corpo Sancto</u> . Taken by <u>Hopewell</u> , captain Blackall	-	-	-	Portuguese
42)	1629 A carvel. Taken by <u>Pleasure</u> , captain Saunders	-	-	-	Portuguese
43)	8 September 1630 A Dutch ship Topsham?	Hemp; deal boards; spars	242- 2- 0	40- 0- 0	Dutch
44)	1630 A ship. Taken by <u>Margaret</u>	-	-	-	Spanish
45)	1630 A small bark. Adjudged to Henry Tayler and others	-	-	-	-
46)	1630 A small bark. Adjudged to Henry Tayler and others	-	-	-	-
47)	1 February 1631 <u>Red Lion</u> of Hamburg. Taken by <u>Margaret</u> , captain Edward Crosse Topsham	Sugars; tobacco; ginger; molasses	4,744-17- 1	200- 0- 0	Hamburg



App. II : Dartmouth

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
<u>Dartmouth</u>					
1) 8 April 1626 Dartmouth	Prize goods	Fish; hides	208-15- 0	-	-
2) 27 May 1626 Dartmouth	Prize goods?	Sugars	31-10- 0	-	-
3) August 1626 Dartmouth	<u>St. Leo of Bayonne. Taken by Samaritan</u>	Fish; oil	-	-	French
4) August 1626 Dartmouth	<u>St. Peter of Bayonne. Taken by Samaritan</u>	Fish; oil	-	-	French
5) 2 March 1627 Dartmouth	<u>St. Nicholas of Hamburg Taken by Chidley</u>	Dealboards; copper; bacon; cheeses	542- 7- 4	235- 0- 0	Hamburg
6) 10 July 1627 Topsham	<u>Fortune. Taken by captain Carey S.P.16/74/1</u>	Salt	-	-	French

App. II : Dartmouth

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
7) 10 July 1627 Topsham	<u>Hester.</u> Taken by captain Carey S.P.16/74/1	Barley	-	-	French
8) 10 July 1627 Topsham	<u>John.</u> Taken by captain Carey S.P.16/74/1	Hoops	-	-	French
9) 10 July 1627 Topsham	A prize. Taken by captain Carey S.P.16/74/1	Hides; tallow; wheat; cloths	-	-	French
10) 25 August 1627 Topsham	<u>Bonadventure.</u> Taken by captain Carey	Salt	110- 7- 6	45- 0- 0	French
11) 25 August 1627 Topsham	A bark. Taken by captain Carey	Barley	28- 8- 6	15- 0- 0	French
12) September 1627 Exmouth	<u>Flower? of Dieppe.</u> Taken by <u>Reformation,</u> captain Carey S.P.16/93/35	Hides; iron; ivory	-	-	French

App. II: Dartmouth

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
13) September 1627 Topsham	<u>Amity of Dieppe.</u> Taken by captain Booth S.P.16/81/11	Fish; oil	-	-	French
14) September 1627 Dartmouth	<u>Hope.</u> Taken by <u>George.</u> S.P.16/83/47	Wool; sack; salt	-	-	-
15) October 1627 Exmouth	<u>St. James.</u> Taken by <u>Reformation,</u> captain Carey S.P.16/93/35	Fish; oil	-	-	-
16) 10 December 1627 Dartmouth	<u>Pearl of Newhaven.</u> Taken by <u>Diamond,</u> captain Flute	Fish; oil	224- 5- 0	40- 0- 0	French
17) March 1628 Exmouth	<u>Moon.</u> Taken by <u>Reformation,</u> captain Crosse S.P.16/105/70	Canvas	-	-	-
18) March 1628 Exmouth	<u>St. Michael</u> Taken by <u>Reformation,</u> captain Crosse S.P.16/105/70	Raisins; dates; aniseed; sugars; wine	-	-	French

App. II : Dartmouth

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
19) 26 May 1628	<u>Hope of Amsterdam</u>	Rye; cloths;	326-15- 0	95- 0- 0	Dutch
20) 30 June 1628 Dartmouth	<u>Fortune</u> . Taken by <u>Fox</u>	Salt; wine	392-10- 0	-	-
21) 30 June 1628 Dartmouth	A bark of Marseilles? Taken by <u>Rose</u>	Skins; lead	111- 1- 0	-	French
22) 18 August 1628 Lyme Regis	<u>Benediction of God of Calais</u> . Taken by <u>Speedwell</u>	Wine; iron cork; feathers	424- 4- 0	40- 0- 0	French
23) 18 August 1628 Dartmouth	<u>Mary of Abbeville?</u> Taken by <u>Katherine</u> , captain Booth	Wine	38-10- 0	3-10- 0	French
24) 22 August 1628 Lyme Regis	<u>St. Peter of Calais</u> . Taken by <u>Speedwell</u>	-	20- 0- 0	20- 0- 0	French
25) 22 August 1628 Lyme Regis	<u>John of Marennes</u> . Taken by <u>Speedwell</u>	-	30- 0- 0	30- 0- 0	French



App. II : Dartmouth

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
26) 31 August 1628 Dartmouth	<u>St. Peter.</u> Taken by <u>Katherine.</u>	Hides; logwood; salt	643- 0- 0	35- 0- 0	-
27) 31 August 1628 Dartmouth	<u>St. Catherine of Dieppe</u> Taken by <u>Katherine</u> , captain Roopé	Hides; tobacco; sylvester	1,129- 1- 6	50- 0- 0	French
28) 6 September 1628 Topsham	<u>St. Louis of Les Sables</u> <u>d'Olonne.</u> Taken by <u>Reformation</u> , captain Crosse	Sugars; Brazil wood; hides	3,921- 2- 6	50- 0- 0	French
29)                   1628 Lyme Regis	<u>St. Peter of Calais.</u> Taken by <u>Speedwell</u>	-	-	-	French
30) 17 January 1629 Dartmouth	<u>St. Ellen of St. Malo.</u> Taken by <u>Dolphin</u> , captain Smith	Raisins; wines; molasses	3,064-10- 0	110- 0- 0	French
31) 24 January 1629 Dartmouth	<u>Fortune of Lübeck.</u> Taken by <u>Chidley</u> , captain Fulford	Hemp;	1,325- 5- 3	-	Lübeck
32) 15 April 1629 Dartmouth	<u>Our Lady of the Beads of</u> <u>Oporto.</u> Taken by <u>Dolphin</u> , captain Booth	Sugars; Brazil wood; hides; molasses	6,898-12- 9	33- 6- 8	Portuguese

App. II: Dartmouth

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
33) 17 July 1629 Dartmouth	<u>Our Lady of Conception of St. Lucar, 30 tons. Taken by Adventure</u>	Cloth; stockings	1,446-11-10	25- 0- 0	Spanish
34) October 1629 Dartmouth	<u>St. Mary. Taken by Nicholas</u>	Iron; steel; pitch; pipestaves; paper	386-14- 0	23- 0- 0	-
35) 1629	<u>St. Christopher. Taken by Chidley, captain Fulford</u>	Wines; salt	-	-	-
36) 20 January 1630 Dartmouth	<u>Angel Raphael of Hamburg. Taken by Merchant Royal, captain Seavie</u>	Sugars; tobacco; ginger; wines	273-14- 0	-	Hamburg
37) 20 January 1630 Dartmouth	<u>St. Luke of Hamburg. Taken by captain Bond</u>	-	-	-	Hamburg
38) 4 March 1630 Dartmouth	<u>Angel Michael alias Angel Gabriel. Taken by Merchant Royal</u>	Sugars; cotton	2,267-11- 0	40- 0- 0	Portuguese

App. II : Dartmouth

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
39) 31 May 1630 Dartmouth	<u>Unicorn of Hamburg.</u> Taken by <u>Nicholas</u> , captain Turpin and <u>Merchant Royal</u>	Pipestaves; steel; lead; kettles	260-15- 8	-	Hamburg
40) 8 September 1630 Dartmouth	<u>Our Lady of the Beads.</u> Taken by <u>Mary</u> , captain William Pile	Salt; sugar; oil	164- 0- 0	40- 0- 0	Spanish
41) 8 September 1630 Dartmouth	<u>Fortune.</u> Taken by <u>Mary</u> , captain William Pile	Iron; nails	396- 5- 0	40- 0- 0	Spanish
42) 8 September 1630 Dartmouth	An open boat. Taken by <u>Mary</u> , captain William Pile	-	10- 0- 0	10- 0- 0	-
43) 8 September 1630 Dartmouth	<u>St. Anthony</u> , 20 tons. Taken by <u>Mary</u> , captain Pile	Wheat	181-13- 4	35- 0- 0	-
44) 30 December 1630 Dartmouth	<u>Unicorn.</u> Taken by <u>Dolphin</u> .	Cloths	-	-	-
45)	Goods in a Biscay ship. Taken by <u>Dolphin</u> , captain Smith	Wine; oils	-	-	-

App. II: Dartmouth contd., Plymouth

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
46) 18 March 1631 Dartmouth	<u>Our Lady of Good Faith.</u> Taken by <u>Dainty</u> , captain James Reskimer	Sugars; hides; tobacco	7,127- 5- 6	80- 0- 0	-
47) 1631	<u>St. Peter.</u> Taken by <u>Dolphin</u> , captain Richard Smith	Sugars	-	-	-
48) ? Dartmouth	<u>Fortune.</u> Taken by captain John Roope	-	137-14- 0	137-14- 0	French
<u>Plymouth</u>					
1)	1626 A carvel. Taken by <u>Amy</u> , captain Adrian Anthony	-	-	-	Spanish
2)	1626 A carvel. Taken by <u>Amy</u> , captain Adrian Anthony	-	-	-	Spanish
3)	1626 A carvel. Taken by <u>Amy</u> , captain Adrian Anthony	-	-	-	Spanish
4)	1626 <u>Elizabeth.</u> Taken by <u>St.</u> <u>Stephen</u> , captain Forran	-	-	-	-



Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
5) 21 June 1627 Plymouth	<u>Hunter of Hamburg. Taken by Thomas and Margaret, captain Prynne</u>	Sugars; tobacco; ginger	5,124-15- 0	160- 0- 0	Hamburg.
6) 19 July 1627 Plymouth	<u>Jane, 24 tons. Taken by St. Stephen, captain Forran</u>	Sugars	395-16-10	40- 0- 0	French
7) 19 July 1627 Plymouth	<u>Mary, 40 tons. Taken by St. Stephen, captain Forran</u>	Wheat; rye	195- 2- 0	35- 0- 0	French
8) 21 July 1627 Saltash	<u>Pearl. Taken by Fortune, captain Forran</u>	Sugars; tobacco	1,124-2-10	30- 0- 0	-
9) 15 November 1627 Plymouth	<u>A prize. Taken by Thomas and Margaret, captain Prynne</u>	Iron; pipestaves	83-10- 0	8- 0- 0	Spanish
10) 29 November 1627 Barnstaple	<u>A carvel. Taken by Thomas and Margaret, captain Prynne</u>	Salt	267-10- 0	20- 0- 0	Spanish
11) 11 December 1627 Plymouth	<u>Pelican of St. Malo. Taken by Dolphin, captain Hele</u>	Fish; oil	-	-	French

App. II: Plymouth

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
12) 10 January 1628 Plymouth	A bark. Taken by captain Forran	Rye	45- 6- 8	13-6 - 8	French
13) 18 January 1628 Dartmouth	<u>St. Peter</u> , 40 tons. Taken by <u>Fortune</u> , captain Forran	Figs; raisins;	687- 9- 4	30- 0- 0	-
14) 10 April 1638 Plymouth	<u>Hope of Lübeck</u> . Taken by <u>John</u>	Masts; tar;	745-17- 0	250- 0- 0	Lübeck
15) 13 May 1628 Ilfracombe	<u>Nightingale</u> of Hamburg. Taken by <u>George</u> , captain Thomas Bowcher	Cloths; tar; hemp	584- 1- 8	100- 0- 0	Hamburg
16) 30 June 1628 Plymouth	<u>Our Lady's Incarnation</u> of Lisbon. Taken by <u>John</u> , captain Amadas	Sugars; tobacco; hides	4,398- 0- 0	30- 0- 0	Portuguese
17) June 1628 Weymouth	<u>St. Louis</u> . Taken by captain Forran S.P.16/111/9 I	Wheat	-	-	-
18) 21 August 1628 Bristol	A prize. Taken by <u>Fellowship</u> , captain William Pomeroy	Deal boards; flax, tar	125- 0- 0	50- 0- 0	-

App. II : Plymouth

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
19) 24 November 1628 Plymouth	A prize. Taken by <u>Posthorse</u> , captain Jansen	Iron; canvas; cloths; pipestaves	260- 0- 0	40- 0- 0	French
20) 25 November 1628 Plymouth.	<u>Jane of Le Croisic?</u> Taken by <u>St. Stephen</u> , captain Forran	Salt	94- 2- 0	18-10- 0	French
21) 25 November 1628	<u>St. John of Le Croisic?</u> Taken by <u>St. Stephen</u> , captain Forran	Fish; oil	475-19- 8	103- 6- 8	French
22) 12 December 1628 Plymouth	<u>Henry</u> . Taken by <u>Goliath</u> , captain Adrian Anthony	Fish; oil	324- 0- 0	-	French
23)	<u>St. Francis</u> . Taken by <u>Hope</u> , captain John White	-	-	-	-
24)	<u>St. John Baptist</u> . Taken by <u>Delight</u> , captain William Rowe	Salt	-	-	-
25) 12 January 1629 Plymouth	<u>Joseph</u> . Taken by <u>Mary</u> , captain John Prynne	Wines; raisins	2,242- 0- 0	95-14- 0	-

App-II : Plymouth

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
26) 2 April 1629 Plymouth	<u>Golden Herring of Schiedam.</u> Taken by <u>St. Stephen,</u> captain Annoneere	Wines	250- 0- 0	-	Dutch
27) 4 April 1629 Plymouth	<u>St. Benedict of Viana.</u> Taken by <u>John and Thomas,</u> captain Hugh Sampson	Sugars; Brazil wood; hides	5,104- 5- 0	30- 0- 0	Portuguese
28) 10 April 1629? Plymouth	<u>James</u>	Cloths; iron; turpentine	42- 0- 0	13- 0- 0	-
29) 10 April 1629? Plymouth	<u>St. John,</u> 22 tons	Wines	261-10- 0	10- 0- 0	-
30) 18 April 1629 Plymouth	<u>St. Peter of Lisbon.</u> Taken by <u>St. George,</u> captain Topson	Sugars; hides; 3,067- dye-wood 7- 2	3,067- 7- 2	20- 0- 0	Portuguese
31) 1 May 1629 London.	<u>Sacrifice of Abraham of</u> <u>Dieppe.</u> Taken by <u>Fortune.</u>	Wines; resin; cork	686- 2- 4	90-17- 0	French
32) 1 May 1629 London	<u>Cardinal of Berville?</u> Taken by <u>Fortune,</u> captain Laloue	Wines; cork	433-13- 0	61-15- 0	French



App. II: Plymouth

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
33) 1 May 1629 Plymouth	<u>Fortune?</u> Taken by <u>Fortune</u> , captain Forran	Wines; resin	139-10- 0	-	Dutch
34) 1 May 1629 Plymouth	<u>Francis of Cherbourg</u> , 18 tons. Taken by <u>Fortune</u> , captain Forran	Wool; iron	255- 0- 0	5- 0- 0	French
35) 1 May 1629 Plymouth	<u>Paradise</u> . Taken by <u>Fortune</u> , captain Forran	Wine	325- 0- 0	-	Dutch
36) 1 May 1629 Plymouth	<u>St. Francis</u> , 25 tons. Taken by <u>Fortune</u> , captain Forran	Wine	68- 0- 0	8- 0- 0	French
37) 1 May 1629 Plymouth	<u>John</u> , 25 tons. Taken by <u>Fortune</u> , captain Forran	Wine	74- 0- 0	8- 0- 0	French
38) 1 May 1629 Plymouth	<u>Star</u> , 35 tons. Taken by <u>Fortune</u> , captain Forran	Wine	196- 0- 0	6- 0- 0	French
39) 1 May 1629 Plymouth	<u>St. Peter</u> , 45 tons. Taken by <u>Fortune</u> , captain Forran	Wine	215- 0- 0	15- 0- 0	French

App. II: Plymouth

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
40) 6 May 1629 Plymouth	<u>Fortune of Dunkirk</u> , 50 tons Taken by <u>Desire</u> , captain Pye	Salt	100- 0- 0	20- 0- 0	Flemish
41) 21 May 1629 Plymouth	<u>Evan of Abbeville?</u> Taken by <u>Hope</u> , captain Divernett	Wines	71- 0- 0	3-10- 0	French
42) 7 June 1629 Plymouth	<u>Jane of St. Malo</u> , 45 tons. Taken by <u>Hope</u> , captain Divernett	Wines	219-10- 0	35-10- 0	French
43) 7 June 1629 Plymouth	<u>Mary</u> . Taken by <u>Hope</u> , captain Divernett	Wines	75-10- 0	15-10- 0	French
44) 9 June 1629 Plymouth	<u>St. Mary of Morbihan?</u> Taken by <u>Diana</u>	Iron; wines	209- 6- 3	9-10- 0	French
45) 15 June 1629 Barnstaple	<u>John of St. Malo</u> , 46 tons. Taken by <u>Hope</u> , captain Divernett.	Wines	250- 0- 0	90- 0- 0	French
46) 19 August 1629 Plymouth	A bark of Lisbon. Taken by <u>Merchant Bonadventure</u> , captain <u>Andrews</u>	Sugars	1,709- 2- 6	10- 0- 0	Portuguese

App. II : Plymouth

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
47) 11 September 1629 Plymouth	<u>Our Lady of Mildad?</u> Taken by <u>Desire</u>	Wines	27-10- 0	2-10- 0	Spanish
48) 21 September 1629 Plymouth	<u>St. Susan of St. Sebastián</u> Taken by <u>James</u>	-	43- 4- 0	43- 4- 0	Spanish
49) 30 September 1629 Fowey	<u>St. Ann of Le Havre.</u> Taken by <u>Charles</u> , captain Burgins	Barley; rye; wheat	44- 2- 0	8- 0- 0	French
50)	<u>Evan of Morlaix?</u> Taken by <u>Hope</u> , captain White	Salt	-	-	French
51)	<u>Clavelly?</u> Taken by <u>Hope</u> captain White	Salt	-	-	French
52)	<u>Janet of Morbihan?</u> Taken by <u>Hope</u> , captain White	Wines	-	-	French
53)	<u>Mary of Bayonne.</u> Taken by <u>St. Peter</u>	Salt; iron	-	-	French
54)	A bark. Taken by <u>St. Peter</u>	Fish	-	-	French

App. II : Plymouth

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
55)	1629 St. Peter of Newhaven. Taken by <u>Elizabeth</u> , captain Cassemarte	Wines	-	-	French
56)	1629 Saviour of St. Malo. Taken by <u>Elizabeth</u> , captain Cassemarte	Wines	-	-	French
57)	1629 Goods in <u>Golden Fox</u> of Amsterdam. Taken by <u>Mary</u> , captain Prynne	Wines	-	-	Dutch
58)	1629 St. John of Lisbon. Taken by <u>Nicholas</u>	Sugar	-	-	Portuguese
59)	1629 Goods in <u>White Falcon</u> . Taken by <u>St. Stephen</u> , captain Annoneere	Wines	-	-	-
60)	1629 St. Peter of Bilbao. Taken by <u>Mary</u> , captain Burgins	Iron	-	-	Spanish
61)	1629 House of Saardam? Taken by <u>Confidence</u> , captain Opie.	Salt	-	-	Dutch



App. II : Plymouth

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
62) 14 January 1630 London	<u>Goods in the Fellowship</u>	Sugars	-	-	-
63) 7 May 1630 Plymouth	<u>Our Lady d'Adinda?</u>	Sugars; Brazil wood; hides	738- 3- 0	15- 0- 0	-
64) 16 October 1630 Plymouth	A bark, 25 tons. Taken by captain Monlabur	Salt	126- 0- 0	26- 0- 0	Spanish
65) 13 November 1630 Plymouth	<u>Hope.</u> Prize?	Salt	870- 0- 0	310- 0- 0	-
66) 13 November 1630	<u>Hope.</u> Prize?	Salt	1,250- 0- 0	550- 0- 0	-
67) 13 November 1630 Plymouth	<u>Entvogle.</u> Prize?	Salt	930- 0- 0	400- 0- 0	-
68) 15 December 1630 Plymouth	<u>St. Grace</u> , 25 tons. Taken by <u>Brave</u> , captain Forran	Salt	93- 6- 8	13- 6- 8	Spanish

App. II: Plymouth contd., Fowey

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
69) 1630	Goods in <u>Angel Raphael</u> . Taken by <u>Fortune</u> , captain <u>Forran</u>	-	-	-	-
70) 25 April 1631	<u>Virgin of St. Jean de Luz</u> . Taken by <u>Thomas and Margaret</u> , captain <u>Prynne</u>	Pepper; salt; cinnamon	-	-	French
<u>Fowey</u>					
1) 13 January 1627 Fowey?	Prize goods?	Salt	150- 0- 0	-	-
2) 17 November 1628 Fowey	A bark, 30 tons. Taken by <u>Mary</u> , captain <u>Peter Holman</u>	Wheat; rye	190-14- 8	22- 0- 0	French
3) 17 November 1628 Fowey	<u>Evan of Abbeville?</u> 5 tons Taken by <u>Mary</u>	Salt	27-15- 0	3- 0- 0	French
4) 17 November 1628 Fowey	<u>Dolphin</u> , 18 tons. Taken by <u>Mary</u>	Salt	104-12- 6	12- 0- 0	French

App. II : Fowey

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
5) 13 April 1629 Fowey	<u>Paradise of Delft.</u> Taken by <u>Grace of God,</u> captain Letan	Wines	324- 0- 0	-	Dutch
6) 13 April 1629 Fowey	<u>Hope.</u> Taken by <u>Grace of God,</u> captain Letan	Herrings	44- 0- 0	22- 0- 0	French
7) 13 April 1629	<u>Charlotte of St. Malo.</u> Taken by <u>Grace of God,</u> captain Letan	Wheat	26- 0- 0	4- 0- 0	French
8) 5 June 1629 Fowey	<u>Hope of Dieppe.</u> Taken by <u>Mary,</u> captain Maïor	-	26- 0- 0	16- 0- 0	French
9) 5 June 1629 Fowey	<u>Francis of Lannion?</u> Taken by <u>Mary,</u> captain Maïor	Wines	35- 0- 0	3- 0- 0	French
10) 5 June 1629 Fowey	<u>Francis of Dieppe.</u> Taken by <u>Mary,</u> captain Maïor	-	16- 0- 0	14- 0- 0	French
11) 8 July 1629 Fowey	- <u>Jane of Le Croisic.</u> Taken by <u>Mary,</u> captain Maïor	Salt	27- 0- 0	12- 0- 0	French
12) 1629	<u>Katherine of Audierne.</u> Taken by <u>Gift of God</u>	Wine; salt	-	-	French

App. II : Fowey contd., Falmouth

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
13)	1629 Rest of Fécamp? Taken by <u>Gift of God</u>	-	-	-	French
14)	1629 Swallow of Audierne. Taken by <u>Gift of God</u>	-	-	-	French
15)	1629 <u>John.</u> Taken by <u>Gift of God</u>	Pitch; tar	-	-	French
16)	1629 Bonadventure. Taken by <u>Gift of God</u>	-	-	-	French
17)	1629 Susan of Rouen? Taken by <u>Gift of God</u>	Wines	-	-	French
18)	1629 James of Abbeville? Taken by <u>Gift of God</u>	Wines	-	-	French
<u>Falmouth</u>					
1) 30 October 1627	<u>Chevalier of St.Malo.</u> Taken by <u>Peter,</u> captain Reskimer	Fish; oil	945- 0- 0	80- 0- 0	French



App. II: Falmouth contd., Scilly Isles, Barnstaple

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
2) 27 March 1629	<u>Hope</u> . Taken by <u>Mary</u>	Salt	795- 0- 0	200- 0- 0	-
<u>Isles of Scilly</u>					
1) 13 November 1628 St. Mary	<u>Olive</u> . Taken by <u>Dolphin</u> , captain Alexander Grudge	Wines	318- 0- 0	45- 0- 0	-
<u>Barnstaple</u>					
1) 11 June 1628 Barnstaple	A ship. Taken by <u>Swallow</u> , captain Carey	Iron; timber; hoops	305-12-11	200- 0- 0	Spanish
2) 7 March 1629 Barnstaple	<u>Our Lady of Monte?</u> Taken by <u>Providence</u> , captain Palmer	Sugars; tobacco; dye-wood; ginger; hides	7,294-16- 0	150- 0- 0	Portuguese
3)	1629 <u>Mary of Bayonne</u> . Taken by <u>Delight</u>	Fish	-	-	French

App. II: Bristol

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
<u>Bristol</u>					
1) 6 May 1626 Bristol	<u>Our Lady of Conception.</u> Taken by <u>Mary Fortune,</u> captain Ellis	Sugars; hides; tobacco	-	-	-
2) 2 June 1626 Bristol	<u>St. Peter.</u> Taken by <u>Mary</u> <u>Rose</u> S.P.16/29/17 I	Sugars; hides; tobacco	-	-	-
3) 22 July 1626 Bristol	<u>Peter of Schiedam.</u> Taken by <u>Charles, captain Pryn</u> S.P.16/32/33 I.	Deal boards; cloths; tar; pipestaves	262-19- 0	-	Dutch
4) 28 September 1626 Bristol	<u>Jacob of Ostend.</u> Taken by <u>Fortune, captain Ellis</u> S.P.16/115/25	Deal boards	340- 0- 0 (Based on sale of tenths.)	-	Flemish
5) October 1626 Bristol	<u>Lion of Calais.</u> Taken by <u>Charles, captain Pryn</u> S.P.16/38/89	Cloth; deal boards; Pipestaves	-	-	French

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
6) 13 October 1626 Bristol	<u>St. Mary.</u> Taken by <u>George, Abraham, and Patience</u>	Sugars; cinnamon; pepper; hides; tobacco	3,341-15- 3	100- 0- 0	-
7) 21 October 1626 Bristol	<u>Second Prince.</u> Taken by <u>George and Abraham</u>	Cochineal; logwood; hides	2,570-16- 6	50- 0- 0	Portuguese
8) 31 October 1626 Bristol	<u>St. Mary.</u> Taken by <u>Fortune, captain Ellis</u> S.P.16/42/84	Sugars; tobacco	-	-	-
9) December 1626 Bristol	A prize. Taken by <u>George and Abraham</u> S.P.16/62/43	Sugars	-	-	French
10) December 1626 Bristol	<u>Thunder.</u> Taken by <u>George and Abraham</u> S.P.16/70/52 III	Sugars	-	-	French
11) 1626 Bristol.	A prize. Taken by <u>Abraham and George</u>	Sugars; molasses	1,592- 1- 2	40- 0- 0	-

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
12) 22 January 1627 Bristol	<u>Golden Lion</u> . Taken by <u>Charles</u> , captain <u>Pringe</u>	Cloth; deal boards; iron; starch	884- 9- 6	-	-
13) 4 February 1627 Bristol	<u>St. Mary of Le Havre</u> . Taken by <u>George</u> and <u>Abraham</u> S.P.16/53/49	Sugars; oil; hides	-	-	French
14) 18 April 1627 Bristol	<u>Nativity of Dieppe</u> . Taken by <u>Abraham</u>	Wheat; rye; iron	705-18- 0	75- 0- 0	French
15) April 1627 Bristol	<u>Charity of Rotterdam</u> . Taken by <u>Charles</u> S.P.16/64/37 VI	Hemp; tar; deal boards	-	-	Dutch
16) 12 May 1627 Bristol	<u>Charity</u> . Taken by <u>George</u> and <u>Patience</u>	Deals; tar	293- 8- 0	60- 0- 0	Spanish
17) 17 May 1627 Bristol	<u>Mary of Les Sables d'Olonne</u> Taken by <u>George</u> , <u>Abraham</u> , and <u>Patience</u>	Sugars; tobacco	1,301- 9- 1	70- 0- 0	French



App. II : Bristol

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
18) 23 May 1627 Bristol	<u>Lady of the Beads.</u> Taken by <u>Bonesperance</u>	Hides; block- wood; sugars; sylvester	1,539-14- 0	40- 0- 0	Spanish
19) 5 June 1627 Bristol	<u>Hope.</u> Taken by <u>Fortune.</u> <u>Prize?</u>	Wines	-	-	-
20) June 1627 Bristol	<u>Bartholomew.</u> Taken by captain Woodson S.P.16/70/52 I	Iron bolts	-	-	-
21) June 1627 Bristol	<u>Louis of Nantes.</u> Taken by captain Blevin S.P.16/70/52 I	Salt	-	-	French
22) June 1627 Bristol	<u>Our Lady's Beads.</u> Taken by <u>Bonesperance</u> S.P.16/70/46	Cheeses; beans; tar; pitch; deal boards	-	-	-
23) 7 July 1627 Bristol	A bark. Taken by <u>Patience,</u> captain Gatonby	Oil; cork	779-10- 0	20- 0- 0	Spanish

App. II: Bristol

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
24) 10 July 1627 Bristol	<u>Lagiona of St. Sebastián.</u> Taken by <u>Comfort</u> , captain Woodson	Iron; nails; wooden hoops	166- 2- 0	15- 0- 0	Spanish
25) 16 July 1627 Bristol	<u>Our Lady's Prayers.</u> Taken by <u>Fortune</u> , captain Cole	Goat skins; wax; hides; tallow	317- 8- 0	10- 0- 0	-
26) 18 July 1627 Bristol	<u>St. Louis.</u> Taken by <u>Mary</u> <u>Rose</u>	Cheese; linseed oil; barley; tar; butter; hemp	690-17- 0	200- 0- 0	-
27) 24 July 1627 Bristol	<u>St. Peter alias Green Dragon.</u> Taken by <u>Fortune</u> , captain Cole	Wines	464- 0- 0	30- 0- 0	-
28) July 1627 Bristol	<u>Pearl.</u> Taken by captain Edward Gatttonby S.P.16/70/52 I	Oil; cork; baskets	-	-	-

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
29) July 1627 Bristol	A prize. Taken by captain Lux S.P.16/70/52 I	Iron	-	-	-
30) 1 August 1627 Bristol	St. Peter of Schiedam. Taken by <u>Charles</u> , captain Pringe	Flax; deal boards; cloths; tar; pipestaves; bricks	255-13- 7	39- 0- 0	Dutch
31) 20 August 1627 Bristol	St. Christopher of Seville Taken by <u>Fortune</u> , captain Cole	Ginger; sugar; tobacco; wine	5,619-19- 3	100- 0- 0	Spanish
32) August 1627 Bristol	St. Anthony of Pineche. Taken by <u>Elizabeth</u> and <u>Porcupine</u> S.P.16/81/11	Sugars	-	-	Portuguese
33) 3 September 1627 Bristol	<u>Margaret</u> . Taken by <u>Mary</u> , captain Richard Lux	Fish	97- 0- 0	25- 0- 0	-

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
34) 3 September 1627 Bristol	<u>St. Paul of Le Havre.</u> Taken by <u>Mary Rose</u> , captain John Baker	Fish; oil	427- 0- 0	70- 0- 0	French
35) 3 September 1627 Bristol	<u>Holy Trinity of Viana.</u> Taken by <u>Mary Rose</u> , captain John Baker	Cloths; pitch; iron; tar; leather	536- 0- 9	120- 0- 9	Portuguese
36) 28 September 1627 Bristol	<u>Benothoe?</u> Taken by <u>Patience</u> , captain Nicholas Gattonby	Wine	330- 0- 0	30- 0- 0	-
37) September 1627 Bristol	<u>Robert.</u> Taken by <u>Fortune.</u> S.P.16/83/47	Fish	-	-	-
38) 29 October 1627 Bristol	<u>Renev.</u> Taken by <u>George</u>	Fish; oil	156- 0- 0	8- 0- 0	-
39) 29 October 1627 Bristol	<u>Soubadenon?</u> of <u>St. Jean de Luz.</u> Taken by <u>George</u>	Fish	174- 0- 0	10- 0- 0	French



Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
40) October 1627 Bristol	<u>Daniel of St Brieuç?</u> Taken by <u>George</u> , captain Philip Neason S.P.16/83/47	Fish; oil	-	-	French
41) October 1627 Bristol	<u>Bonadventure.</u> Taken by <u>Fortune</u> S.P.16/83/47	Fish; oil	-	-	-
42) 7 November 1627 Bristol	<u>Luzana.</u> Taken by <u>Mary</u> , captain Colston	Wheat;	183-12- 6	20- 0- 0	-
43) 4 December 1627 Bristol	<u>St. Mary.</u> Taken by <u>Recovery</u> , captain Thomas Blevin S.P.16/86/10	Hides; goat skins; wax	-	-	-
44) 4 December 1627	<u>Old Woman.</u> Taken by <u>George</u> , captain Robert Neason S.P.16/86/10	Fish; oil	-	-	-

App. II: Bristol

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
45) 21 December 1627 Bristol	<u>Hope</u> . Taken by <u>Fortune</u> , captain John Sharpe S.P.16/87/25 I	Wines	-	-	-
46) 21 December 1627 Bristol	<u>Star</u> . Taken by <u>George</u> , captain Robert Neason S.P.16/87/25 I	Sugars; tobacco; hides	-	-	-
47) 10 January 1628 Bristol	<u>Hope of Rotterdam</u> . Taken by <u>Fortune</u> , captain Sharpe	Wines; bayberries	986- 0- 0	80- 0- 0	Dutch
48) 20 January 1628 Bristol	<u>Our Lady di Stella?</u> Taken by <u>George</u>	Sugars; hides; tobacco	9,970- 5- 0	40- 0- 0	-
49) 20 January 1628 Bristol	<u>Generous of St. Malo</u> . Taken by <u>George</u> , captain Neason	Raisins; wines; almonds	2,040- 0- 0	150- 0- 0	French
50) 21 January 1628 Bristol	<u>St. Michael</u> . Taken by <u>Fortune</u> , captain Sharpe	Sugars; hides	1,336-18- 0	7- 0- 0	-

App. II : Bristol

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
51) January 1628 Bristol	<u>Margaret of Le Croisic</u> Taken by <u>Fortune</u> , captain Sharpe S.P.16/93/35	Sugar; hides	-	-	French
52) 21 January 1628 Bristol	<u>St. Clare.</u> Lawful prize?	Wines; raisins; oil; wool; sumac; almonds	5,058-14- 5	-	-
53) 14 February 1628 Bristol	<u>Bonadventure.</u> Taken by <u>Fortune</u>	Fish; oil	109- 0- 0	20- 0- 0	-
54) 15 February 1628 Bristol	<u>Our Lady of the Beads.</u> Adjudged to <u>Humphrey Hooke</u> and others	Sugars; Brazil wood; hides.	7,839- 5- 0	30- 0- 0?	Portuguese
55) February 1628 Bristol	Goods from a ship. Taken by <u>Eagle</u> and <u>Abraham</u>	Wines	-	-	-

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
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56) February 1628 Bristol	Goods from a ship. Taken by <u>Eagle</u> and <u>Abraham</u>	Wines	-	-	-
57) 17 March 1628 Bristol	<u>St. John Baptist</u> . Taken by <u>Mary Rose</u> , captain Baker	Salt; canvas	947-10-0	200-0-0	-
58) 10 April 1628 Bristol	<u>St. Jacob</u> . Taken by <u>Falcon</u> , captain Addams	Cloths; deal boards	335-8-6	40-0-0	-
59) April 1628 Bristol	<u>Our Lady of Faith</u> . Taken by <u>Mary Rose</u> , captain Baker S.P.16/105/70	Sugars; tobacco; Brazil wood; hides	-	-	-
60) 5 May 1628 Bristol	<u>Charles of Les Sables</u> <u>d'Olonne</u> . Taken by <u>Mary</u> , captain White	Salt	226-0-0	70-0-0	French
61) 14 May 1628 Bristol	<u>St. Peter of Rotterdam</u> . Taken by <u>Mary</u> , captain White	Wines; aqua-vitae	828-0-0	30-0-0	Dutch



App. II: Bristol

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
62) 17 May 1628 Bristol	<u>Our Lady de Lassei?</u> Taken by <u>Mary Rose</u>	Sugars; Brazil wood; tobacco	7,199- 3- 9	25- 0- 0	-
63) 28 May 1628 Bristol	<u>Our Lady of the Beads.</u> Taken by <u>George</u> , captain Robert Neason	Sugars; hides	8,306-17- 6	50- 0- 0	Portuguese
64) May 1628 Bristol	<u>The Lady of Peace.</u> Taken by <u>Fortune</u> , captain William Paddison S.P.16/1111/9 I	Sugars; Brazil wood; hides	-	-	-
65) 5 June 1628 Bristol	<u>St. Peter.</u> Taken by <u>Porcupine</u> , captain Thomas Wright	Molasses	939- 8- 0	220- 0- 0	French
66) 7 June 1628 Bristol	<u>Good Jesus.</u> Taken by <u>Bonesperance</u>	Sugars; Brazil wood; tobacco	3,545- 4- 0	20- 0- 0	-
67) 7 June 1628	<u>Blind Fortune of Rotterdam</u> Taken by <u>Bonesperance</u>	-	66-13- 4	66-13- 4	Dutch

App. II: Bristol

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
68) 26 June 1628 Bristol	Dolphin of St. Malo. Taken by <u>Thunder</u> , captain Rice Jefferies	Salt	270- 0- 0	25- 0- 0	French
69) June 1628 Bristol	<u>Shagres?</u> Taken by <u>Fortune</u> , captain William Paddison S.P.16/111/9 I	Sugars	-	-	-
70) 17 July 1628 Bristol	<u>Samaritan</u> . Taken by <u>Elizabeth</u> , captain Ellis	Cloth;	212- 5- 0	40- 0- 0	-
71) 17 July 1628 Bristol	<u>Thomas</u> . Taken by <u>Elizabeth</u> , captain Ellis	Cloths; fish	287- 5- 6	45- 0- 0	-
72) 18 July 1628 Bristol	<u>Our Lady of Ascension?</u>	Sugars; tobacco; hides; ginger	7,651- 9- 7	150- 0- 0	-
73) 25 July 1628 Bristol	Goods. Out of the <u>Fortune</u> , captain William Paddison S.P.16/111/9 I	Sugars	-	-	-

App. II: Bristol

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
74) 24 August 1628 Bristol	<u>Hermit of St. Malo</u> . Taken by <u>Thunder</u> , captain Robert Pitts	Fish; oil	-	-	French
75) 8 September 1628 Bristol	<u>Flower de Luce</u> . Taken by <u>Neptune</u> , captain Thomas Addams H.C.A.2/62	Tar; flax pipestaves (Based on sale of tenths.) total	192-11-8	Included in	-
76) 14 September 1628 Bristol	<u>(St.) Peter</u> . Taken by <u>Lion</u> , captain John Bennett H.C.A.2/62	Fish; oil (Based on sale of tenths.)	182-10-0	-	-
77) 16 September 1628 Bristol	<u>Anne alias Pelican</u> . Taken by <u>Abraham</u> , captain Robert Hull H.C.A.2/62	Sugars; tobacco (Based on sale of tenths)	2,361-9-2	-	-
78) 21 September 1628 Bristol	<u>St. Bon Homo</u> . Taken by <u>Abraham</u> and <u>Neptune</u>	Sugars; tobacco; hides; dye-wood	6,098-15-0	20-0-0	-

App-II : Bristol

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
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£: s: d.

79) 10 October 1628 Bristol	(St.) Catherine of Le Havre. Taken by <u>Neptune</u> , captain Thomas Addams	Fish; oil	460- 0- 0	30- 0- 0	French
80) 31 October 1628 Bristol	<u>St. Anne</u> . Taken by <u>Abraham</u>	Sugars; tobacco	2,226- 0- 0	40- 0- 0	-
81) 30 November 1628 Penzance	<u>Angel of Le Havre</u> . Taken by <u>George</u> , captain Jones	Salt	173- 0- 0	23- 0- 0	French
82) November 1628 Bristol	<u>Lady of Piety</u> . Taken by <u>Eagle</u> , captain Richard Taylor H.C.A. 2/62	Sugars; hides; dye-wood; tobacco	2,834-16- 8 (Based on sale of tenths.)	-	-
83) 18 December 1628 Bristol	<u>Lady of the Beads</u> . Taken by <u>Bonesperance</u> , captain John Geffers H.C.A. 2/62	Salt; cloths; skins; copper; tallow; pitch	818-14- 2	-	-



App. II: Bristol

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
84) 18 December 1628 Bristol	<u>St. Peter</u> . Taken by <u>Bonesperance</u> , captain <u>John Geffers</u> S.P.16/139/45 II	Deal boards; planks; spars	-	-	-
85) December 1628 Bristol	<u>Angel</u> . Taken by <u>Fortune</u> , captain <u>William Paddison</u> H.C.A.2/62	-	456- 0- 0 (Based on sale of tenths.)	-	-
86) December 1628 Bristol	<u>John of Nantes</u> . Taken by <u>Dragon</u> , captain <u>Thomas James</u> H.C.A.2/62	-	513- 0- 0 (Based on sale of tenths.)	-	French
87) December 1628 Bristol	<u>Michael</u> . Taken by <u>Bonadventure</u> , captain <u>John Geffers</u> ? H.C.A.2/62	-	200- 0- 0 (Based on sale of tenths.)	-	-
88)	<u>Lakerne?</u> of <u>Le Croisic</u> . Adjudged to <u>John Gunninge</u> and others	-	-	-	French
89)	<u>James of Audierne</u> . Adjudged to <u>John Gunninge</u> and others	-	-	-	French

App. II : Bristol

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
90) 1628	<u>St. Peter.</u> Taken by <u>Mayflower</u> , captain Thomas Wilde	-	-	-	Spanish
91) 1628	<u>Hermit of St. Malo.</u> Taken by <u>Thunder</u> , captain John Taylor	Fish	-	-	French
92) 1628	<u>St. Michael.</u> Taken by <u>Gilbert</u> , captain William Owfield	Fish	-	-	French
93) 1628	A ship. Taken by <u>Fellowship</u> , captain William Pomeroy	Fish	-	-	-
94) 10 January 1629 Bristol	<u>Piety.</u> Taken by <u>Eagle.</u>	Sugars; tobacco; 2,628-17-4 hides; Brazil wood	-	15- 0- 0	-
95) 20 January 1629 Bristol	<u>St. Peter of Calais.</u> Taken by <u>Dragon</u> , captain Thomas James	Deal boards	62- 0- 0	20- 0- 0	French

App. II : Bristol

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
96) 20 January 1629 Bristol	<u>St. Mary</u> alias <u>Our Lady of the Beads.</u> Taken by <u>Bonadventure,</u> captain <u>Rice Jefferies</u>	Cloth; salt; copper; pitch; wine; goat skins	698- 4- 2	70- 0- 0	
97) 20 January 1629 Bristol	<u>Jane of Nantes.</u> Taken by <u>Dragon</u>	Canvas; cloths; iron; pipestaves	496-10- 0		French
98) 22 February 1629 Bristol	Goods. Out of the <u>Fortune,</u> captain <u>William Paddison</u> H.C.A.2/62	Wines; oil; almonds; figs (Based on sale of tenths.)	566- 2- 6		
99) 27 February 1629 Bristol	<u>Mary of St. Jean de Luz.</u> Taken by <u>Lion,</u> captain <u>John Bennett</u>	Fish; oil	190- 0- 0	15- 0- 0	French
100) February 1629 Bristol	<u>Red Lion of Hamburg.</u> Taken by <u>Neptune,</u> captain <u>Addams</u> H.C.A.2/62	Sugars;	3,228- 0- 0		Hamburg
101) 28 March 1629 Bristol	<u>Beast of Arms.</u> Taken by <u>Mary,</u> captain <u>Peter White</u>	Salt	150- 0- 0		
102) 29 March 1629 Bristol	<u>Mary.</u> Taken by <u>St. George,</u> captain <u>Jones</u> S.P.16/142/30	Wines			

App. II : Bristol

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
103) 29 March 1629 Bristol	<u>Francis</u> . Taken by <u>St. George</u> , captain Jones S.P.16/142/30	Wines	-	-	French
104) 29 March 1629 Bristol	<u>Bastian of Audierne</u> . Taken by <u>St. George</u> , captain Jones S.P.16/142/30	Wheat	-	-	French
105) 6 April 1629 Bristol	<u>Rosemary</u> . Taken by <u>Abraham</u> , captain Hull S.P.16/143/19	Sugars; cotton wool	-	-	-
106) 23 April 1629 Bristol	<u>Mary</u> . Taken by <u>Abraham</u> , captain Hull	Sugars; cotton wool	3,985-10- 0	120- 0- 0	-
107) 4 May 1629 Bristol	<u>St. Martin of St. Malo</u> . Taken by <u>George</u> , captain Robert Neason	Wines; raisins; aniseed	3,944- 0- 0	350- 0- 0	French
108) 27 May 1629 Bristol	<u>Catherine of Bourdeaux</u> Taken by <u>Little George</u> , captain Jones	Wines	186-13- 4	6-13- 4	French
109) 27 May 1629 Bristol	<u>Mary of Abbeville?</u> Taken by <u>Little George</u> , captain Jones	Wines	186-13- 4	6-13- 4	French



App. II: Bristol

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
110) 6 June 1629 Bristol	<u>St. Paul.</u> Taken by <u>Charles and George</u>	Salt	572- 0- 0	100- 0- 0	-
111) 16 June 1629 Bristol	<u>Angel Raphael.</u> Taken by <u>Fortune, captain Cole</u>	Pitch;	502-16- 3	-	-
112) 16 June 1629 Bristol	<u>Our Lady of the Good Voyage.</u> Taken by <u>Catch, captain Peter Wright</u>	Sugars; Brazil wood; hides	3,526- 0- 0	20- 0- 0	Portuguese
113) 7 July 1629 Bristol	<u>Fortune.</u> Adjudged to <u>Charles Driver and others</u>	-	325- 0- 0	325- 0- 0	-
114) 13 July 1629 Bristol	<u>Gabriel.</u> Taken by <u>St. George, captain John Cooke</u>	Canvas; iron; pipestaves; butter	988- 6- 8	40- 0- 0	French
115) 18 July 1629 Bristol	<u>St. Mary of Pineche.</u> Taken by <u>Thunder, captain Richard Llewellyn S.P.16/162/36</u>	Sugars; hides	-	-	Portuguese
116) 21 July 1629 Bristol	<u>Judith.</u> Taken by <u>Falcon captain Wilde</u>	Oil; figs; almonds	436-10- 0	10- 0- 0	French

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
117) 15 August 1629 Bristol	<u>St. John Baptist.</u> Taken by <u>Mayflower</u> , captain <u>Wilde</u> S.P.16/139/45 I	Wines; canvas; cloths;pins; knives	-	-	Portuguese
118) 16 December 1629 Bristol	<u>Our Lady of the Beads.</u> Taken by <u>Gilbert</u> , captain <u>Owfield</u>	Cloths; dishes	61- 0- 0	50- 0- 0	-
119) 22 December 1629 Bristol	<u>St. Augustine.</u> Taken by <u>Mary</u> , captain <u>White</u>	Sugars; dye wood	3,114- 0- 0	15- 0- 0	-
120) December 1629 Bristol	<u>Fortune of Hamburg.</u> Taken by <u>George</u> , captain <u>Robert Neason</u> S.P.16/203/28	Copper; nails; steel	-	-	Hamburg
121) 1629	<u>Our Lady of the Beads.</u> Taken by <u>Fortune</u> , captain <u>Cole</u>	Wines	-	-	-
122) 1629	<u>Our Lady de Lewe?</u> Taken by <u>Falcon</u> and <u>Marigold</u>	Sugars; tobacco	-	-	Portuguese
123) 19 January 1630 Bristol	<u>Our Lady of Good Success</u> Taken by <u>Marigold</u> , captain <u>John Davies</u>	Sugars; tobacco hides; Brazil wood	6,428-12- 0	50- 0- 0	Portuguese

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
124) 18 February 1630 Bristol	<u>St. Anthony of Pineche</u> Taken by <u>Thunder</u>	Sugars; Brazil woods; hides	3,096-12- 6	10- 0- 0	Portuguese
125) 8 March 1630 Bristol	<u>The Lady of the Good Voyage.</u> Taken by <u>Falcon</u> , captain John Bush	Sugars; tobacco; hides	-	-	-
126) 10 March 1630 Bristol	<u>Our Lady of the Beads.</u> Taken by <u>Eagle</u>	Sugars; hides	10,016- 5- 0	100- 0- 0	Portuguese
127) 23 March 1630 London	<u>Spirito Sancto.</u> Taken by <u>Mayflower</u>	Sugars; ginger; dye-wood	1,407;10- 0	-	Portuguese
128) 12 April 1630 Bristol	<u>Our Lady of Good Faith.</u> Taken by <u>Virgin</u> , captain <u>Cookworthy</u> S.P.16/168/14	Wheat	-	-	-
129) 27 April 1630 Bristol	Goods in <u>King David</u> of Hamburg. Taken by <u>Abraham</u>	Salt; oil	-	-	Hamburg
130) 27 May 1630 Bristol	<u>St. Joseph</u> of Lisbon Taken by <u>Mary</u> , captain <u>White</u>	Sugars	-	-	-

App. II: Bristol contd., Ireland

Date and place of appraisalment	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
131) May 1630 Bristol	<u>Fly</u> . Taken by <u>Dainty</u> , captain Richard Cooke	Wines	-	-	-
132) May 1630 Bristol	<u>Our Lady of the Beads</u> . Taken by captain Richard Cooke	-	-	-	-
133) 27 December 1630 Bristol	<u>St. Anthony</u> . Taken by <u>Eagle</u>	Sugars; tobacco; 7,627-15- 0 hides	40- 0- 0	40- 0- 0	Portuguese
134)	1630 <u>Our Lady of Conception</u> . Taken by <u>Charles</u> , captain Nicholas Gatttonby	Sugars	-	-	Portuguese
<u>VI. IRELAND:</u>					
1) 3 August 1626 Baltimore	A ship, 300 tons. Taken by <u>Fortune of Leamcon</u>	Deal boards	-	-	Danish
2) 4 February 1627	<u>St. Mary Conception</u> . Taken by <u>Fortune of Leamcon</u> S.P.16/53/49	Sugars; tobacco; molasses	-	-	-
3) 6 July 1627 Bristol	<u>Mary of Marennes</u> . Taken by <u>Fortune of Leamcon</u>	Paper; rye; combs; pins; hemp	290- 6- 0	30- 0- 0	French



App. II : Ireland contd., miscellaneous

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
4) 19 February 1631 London	<u>Three Kings of Enkhuizen</u> Taken by <u>Ark</u> , captain Sir John Crosby	-	539- 8- 0	539- 8- 0	Dutch
<b>VII. MISCELLANEOUS:</b>					
<u>(a) Prizes taken by two or more vessels from different ports</u>					
1) 26 July 1627 Poole	<u>Drummer of Staveren</u> . Taken by <u>Desire of Poole</u> , and <u>Mayflower</u> of Weymouth	Salt	165- 0- 0	-	Dutch
2) 17 August 1627 Southampton	<u>Black Dog</u> of Rotterdam. Taken by <u>London</u> of London, and <u>Mary Margaret</u> of Exeter	Cloths; iron wax; paper	2,409- 0- 7	916- 0- 0	Dutch
3) 25 August 1627 Southampton	<u>Bonespoir</u> of Jersey. Taken by <u>Expedition</u> of Saltfleethaven, and captain Bowcher of Plymouth	Stockings;	111-12- 0	20- 0- 0	Jersey
4) 25 August 1627 Southampton	A French bark. Taken by <u>Expedition</u> of Saltfleethaven, and captain Bowcher of Plymouth. S.P.16/68/14, and three following	-	-	-	French
5) 25 August 1627 Southampton	A French bark. Taken by <u>Expedition</u> of Saltfleethaven, and captain Bowcher of Plymouth	-	-	-	French

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
6) 25 August 1627 Southampton	A French bark. Taken by <u>Expedition</u> of Saltfleethaven, and captain Bowcher of Plymouth	-	-	-	French
7) 25 August 1627 Southampton	A French bark. Taken by <u>Expedition</u> of Saltfleethaven, and captain Bowcher of Plymouth	-	-	-	French
8) 25 September 1627 Dartmouth	<u>Our Lady of Conception</u> of Oporto. Taken by captain George Crosse of Exeter, and captain Anthony Marbury of London	Sugars; tobacco; silver	3,506- 2-10	25- 0- 0	Portuguese
9) 29 September 1627 Lyme Regis	<u>Mary</u> of Le Havre. Taken by the <u>Earl</u> of Warwick and captain Barnard Drake	Fish; oil	395- 0- 0	120- 0- 0	French
10) 17 October 1627 Plymouth	<u>Marie Marten</u> of Le Havre. Taken by <u>Violet</u> of King's Lynn, and <u>Martha</u> of London	Fish; oil	261-10- 0	70- 0- 0	French
11) 29 October 1627 Plymouth	<u>Griffin</u> of Bourdeaux. Taken by <u>Marigold</u> of London, and <u>Deliverance</u> of Bristol	Fish; oil	349- 0- 0	65- 0- 0	French

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
12) December 1627 Bridgewater	<u>Renée of St. Malo</u> . Taken by <u>Willing Mind of Exeter</u> , and <u>William and John of London</u>	Currants; raisins; almonds	1,867- 7- 4	-	French
13) December 1627 Bristol	<u>Great Louis of Les Sables d'Olonne</u> . Taken by <u>Thunder of Bristol</u> , and <u>Pilgrim of Dartmouth</u>	Salt; pepper	983- 3- 4	300- 0- 0	French
14) March 1628 Bristol	A prize. Taken by <u>Thunder of Bristol</u> , and <u>Truelove of Weymouth</u>	Sugars	722- 1- 3	15- 0- 0	-
15) 14 October 1628 Exeter	<u>Seahorse of Saardam</u> . Taken by <u>Dolphin of Exeter</u> , and <u>Bonadventure of Lyme Regis</u>	Salt	622- 6- 0	-	Dutch
16) 14 October 1628 Exeter	<u>Seahorse of Rotterdam</u> . Taken by <u>Dolphin of Exeter</u> , and <u>Bonadventure of Lyme Regis</u>	Salt	495- 0- 0	-	Dutch
17) 14 October 1628 Exeter	<u>Redhorse</u> . Taken by <u>Dolphin of Exeter</u> , and <u>Bonadventure of Lyme Regis</u>	Salt	414-18- 9	-	Dutch
18) 14 October 1628 Exeter	<u>Hope</u> . Taken by <u>Dolphin of Exeter</u> , and <u>Bonadventure of Lyme Regis</u>	Salt	540- 0- 0	-	Dutch

App. II: Miscellaneous

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
19) 14 October 1628 Exeter	Fortune of Schiedam. Taken by <u>Dolphin</u> of Exeter, and <u>Bonadventure</u> of Lyme Regis	Salt	907-10-0	-	Dutch
20) 14 October 1628 Exeter	Blue Pigeon of Schiedam. Taken by <u>Dolphin</u> of Exeter, and <u>Bonadventure</u> of Lyme Regis	Salt	675-0-0	-	Dutch
21)	1628 Goods in a Spanish ship. Taken by <u>Friendship</u> of London, and <u>Resolution</u> of Exeter?	-	-	-	Spanish
22)	1628 Goods in a Spanish ship. Taken by <u>Friendship</u> of London, and <u>Resolution</u> of Exeter?	-	-	-	Spanish
23)	1628 A bark. Taken by <u>Friendship</u> of London, and <u>Resolution</u> of Exeter?	-	-	-	French
24)	1628 A bark. Taken by <u>Friendship</u> of London, and <u>Resolution</u> of Exeter?	-	-	-	Spanish
25) Southampton	1628 St. Peter of Calais. Taken by <u>John Garine</u> of Shoreham, and <u>Bonadventure</u> of Lyme Regis	-	-	-	French



App. II: Miscellaneous

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
26) 7 July 1629 Plymouth	<u>Cape de Ciel</u> . Taken by <u>St. George of Plymouth</u> , and <u>Shuttle of Weymouth</u>	Sugars; ginger; tobacco	2,784- 3- 4	-	French
27) 12 August 1629 Portsmouth	<u>St. John the Baptist</u> . Taken by <u>John and Thomas of Plymouth</u> , and <u>Sir John Wentworth</u>	-	-	-	Hamburg
28)	<u>St. Nicholas of Dieppe</u> . Taken by <u>Little Ann of Plymouth</u> , and <u>Grace of God of Fowey</u>	-	-	-	French
29)	<u>St. John</u> . Taken by <u>London of London</u> , and <u>Sampson of Dover</u>	Iron	-	-	-
30)	<u>Our Lady d'Adinde?</u> Taken by <u>Dolphin of Exeter</u> , and <u>Chidley of Dartmouth</u>	Sugar; tobacco	-	-	Portuguese
31)	<u>A Biscayner</u> . Taken by <u>Transport of London</u> , and <u>Adventure of Dartmouth</u>	-	-	-	-
32)	<u>Our Lady of Conception</u> . Taken by <u>Virgin of Bristol</u> , and <u>Chidley of Dartmouth</u>	Sugars; tobacco	-	-	Portuguese 293

App. II: Miscellaneous

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
33) 31 May 1630 Bristol	<u>Fortune of Hamburg</u> . Taken by <u>Dragon</u> , <u>Neptune of Bristol</u> , and <u>James of Plymouth</u>	Lead; copper; tar; staves	-	-	Hamburg
34) 16 November 1630 Dartmouth	A prize. Taken by <u>Renew of Exeter</u> , and <u>Adventure of Dartmouth</u>	Timber boards	87-10- 0	50- 0- 0	-
35)	1630 <u>Our Lady of Help of Pineche</u> . Taken by <u>Hopewell of London</u> , and <u>Swan of Flushing</u>	Sugars	-	-	Portuguese
36) 1 March 1631 Dover	<u>Sancto Spirito</u> . Taken by <u>Christian of Weymouth</u> , and <u>White Hound of Flushing</u>	Sugars; cotton wool	884-12- 6	40- 0- 0	-
<u>(b) Prizes taken by vessels of uncertain ports of origin</u>					
1) 1 August 1627 London	<u>Our Lady of Conception</u> . Taken by <u>Vintage of London</u> or <u>Sandwich</u>	Sugars; hides; molasses	8,240-12- 0	105- 0- 0	Spanish
2) September 1627 Weymouth	<u>Good Report of Honfleur?</u> Taken by <u>Desire of Poole</u> or <u>Plymouth S.P.16/93/35</u>	Fish; oil	-	-	French

App. II : Miscellaneous

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
3) 3 March 1628 Padstow	<u>Our Lady of Raejaeda?</u> of <u>Bilbao</u> . Taken by <u>Desire</u> of Looe, Penzance or Plymouth	Iron; pitch; cloths; butter	532- 7- 0	20- 0- 0	Spanish
4) 3 March 1628 Southampton	<u>Hester</u> . Taken by <u>Brenaby</u> of Southampton or Plymouth	Wheat; rye	88-16- 8	30- 0- 0	French
5) 3 March 1628 Southampton	<u>Catherine</u> . Taken by <u>Brenaby</u> of Southampton or Plymouth	Wines	214- 0- 0	20- 0- 0	French
6) 3 March 1628 Southampton	<u>Louis</u> . Taken by <u>Brenaby</u> of Southampton or Plymouth	Wines	520- 0- 0	30- 0- 0	French
7) 22 April 1628 London	A bark. Taken by <u>Vintage</u> of London or Sandwich	Cloths; wheat rye; canvas	267-19- 3	-	French
8) 22 April 1628 London	<u>Our Lady of Hope</u> . Taken by <u>Vintage</u> of London or Sandwich	Sugars; Brazil wood; hides; cotton wool	1,496- 3- 6	-	Portuguese
9) 3 May 1628 London	<u>Lady of Hope</u> . Taken by <u>Vintage</u> of Sandwich or London	Sugars; tobacco	1,333- 5- 1	-	-

App. II : Miscellaneous

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
10) 4 July 1628 St Ives	A bark of Calais, 30 tons. Taken by <u>Brenaby</u> of Southampton or Plymouth	Wheat	65-12- 0	50- 0- 0	French
11) 11 March 1629 Appledore	<u>Mary</u> of Bayonne. Taken by <u>Delight</u> of Barnstaple or Bideford	Fish	66- 2- 0	38-10- 0	French
12) 10 April 1629 Plymouth	<u>Nicholas</u> . Taken by <u>Brenaby</u> of Southampton or Plymouth	Wines	207- 0- 0	3- 0- 0	French
13) 10 April 1629 Plymouth	A prize of Marennes. Taken by <u>Brenaby</u> of Southampton or Plymouth	Wines	214- 0- 0	10- 0- 0	French
14) Fowey 1629	<u>Margaret</u> of Le Croisic Taken by <u>Brenaby</u> of Southampton or Plymouth	Iron	-	-	French
15) Plymouth 1629	<u>James</u> of Penmarch. Taken by <u>Brenaby</u> of Southampton or Plymouth	Wines	-	-	French



App. II: Miscellaneous

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value	Value of vessel	Nationality
			£: s: d.	£: s: d.	
16) Plymouth 1629	<u>St. John of Calais.</u> Taken by <u>Brenaby</u> of Southampton or Plymouth	Wines	-	-	French
17) 1629	<u>St. Peter of St. Valery.</u> Taken by <u>Brenaby</u> of Southampton or Plymouth	Wines	-	-	French
18) Plymouth 1629	<u>Lion.</u> Taken by <u>Brenaby</u> of Southampton or Plymouth	Cloths; iron; pitch	-	-	French
19) Plymouth 1629	<u>Margaret.</u> Taken by <u>Brenaby</u> of Southampton or Plymouth	-	-	-	French
20) 1629	<u>Helen of Audierne.</u> Taken by <u>Little Anne</u> of Dartmouth or Portsmouth	Iron; pitch	-	-	French
21) 1629	<u>St. Andrew of Audierne.</u> Taken by <u>Little Anne</u> of Dartmouth or Portsmouth	-	-	-	French

App. II: Miscellaneous

Date and place of appraisal	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
22) 29 July 1630 Dartmouth	<u>Renée of Oléron</u> . Taken by <u>Little Anne</u> of Dartmouth or <u>Portsmouth</u>	Sugars; Brazil wood; tobacco	825-18- 1	40- 0- 0	French
23)	1630 Goods in <u>Little Eagle</u> . Taken by <u>Little Anne?</u> of Dartmouth or <u>Portsmouth</u>	-	-	-	-
(c) <u>Unknown</u>					
1) 5 August 1628	<u>Peter</u> alias <u>Jane</u> . Prize?	Fish	17- 6- 8	13- 6- 8	-
2) 11 August 1628	Goods claimed by <u>Bastian George</u> . Prize?	Sugars	261- 0- 0	-	-
3) 11 August 1628	Prize goods?	Brazil wood; sugars	285- 7- 6	-	-
4) 17 March 1629	<u>Dolphin</u>	Iron; lead	563-14- 6	40- 0- 0	Hamburg
5) 1 July 1629	<u>Fortune</u> of Hamburg	-	86- 7- 6	86- 7- 6	Hamburg

App. II: Miscellaneous

Date and place of appraisement	Details of prize and captors	Summary of cargo	Total value £: s: d.	Value of vessel £: s: d.	Nationality
6) 21 April 1630	Prize goods?	Sugars	104- 2- 6	-	
7) 21 April 1630	Prize goods?	Sugars	106-10- 4	-	
8) ?	<u>Flushing</u> of Flushing	Fish; blubber	235- 2- 0	50- 0- 0	Dutch
9) ?	<u>Grace of God</u> of Calais	Deal boards;	140-10-10	130- 0- 0	French
10) ?	Goods in <u>Grey Falcon</u> Prize?	Sugars; cinnamon; tobacco	492-12- 1	-	-

Note:

The names of prize ships were given in a variety of forms, some of which have proved difficult to identify. Where possible I have tried to follow a standard practice of providing English names for such prizes, to avoid too much confusion, and to lessen problems of identification.

## APPENDIX III:

Tables 3.3 - 4.26



Table 3.3: Number of vessels set out with letters of marque by the English aristocracy from 1626-1630.

	TOTAL		1626		1627		1628		1629		1630	
	S	P	S	P	S	P	S	P	S	P	S	P
Earl of Warwick	6	5	4	-	5	5	3	1	2	1	1	-
Earl of Carlisle	3	1	-	-	2	-	1	1	-	-	-	-
Earl of Lindsey	1	1	-	-	1	-	1	1	-	-	-	-
Earl of Montgomery	1	-	-	-	-	-	-	-	1	-	-	-
Earl of Suffolk	1	-	-	-	1	-	-	-	-	-	-	-
Lord Charles Poulet	1	-	-	-	-	-	-	-	-	-	1	-

S = Ship; P = Pinnace.

Table 3.4: Number and tonnage of vessels issued with letters of marque from 1625 to 1630.

	MAXIMUM		MINIMUM			
	TOTAL	SHIPS	PINNACES	TOTAL	SHIPS	PINNACES
NUMBER	950	735	215	663	522	141
TONNAGE	117,270	107,517	9,753	82,251	75,908	6,343

Table 3.5: The regional distribution of privateers operating from 1625 to 1630.

	MAXIMUM			MINIMUM		
	TOTAL	SHIPS	PINNACES	TOTAL	SHIPS	PINNACES
East	28	25	3	26	23	3
London	325	280	45	187	168	19
South east	31	23	8	25	17	8
South	51	36	15	43	31	12
South west	465	328	137	334	242	92
North west	1	1	0	1	1	0
Ireland	10	7	3	10	7	3
Scotland	12	11	1	12	11	1
Miscellaneous*	27	24	3	25	22	3
<b>TOTAL</b>	<b>950</b>	<b>735</b>	<b>215</b>	<b>663</b>	<b>522</b>	<b>141</b>

\* Includes 3 vessels from the Channel Islands.

The total for the South West includes 4-5 vessels from the miscellaneous category, whose port of origin although uncertain is within the region.

Table 3.6: The leading ports involved in privateering from 1625 to 1630.

PORT	MAXIMUM		MINIMUM	
	NUMBER OF VESSELS	% OF TOTAL	NUMBER OF VESSELS	% OF TOTAL
London	325	34	187	28
Bristol	112	12	72	11
Plymouth	88	9	64	10
Weymouth	79	8	50	7
Dartmouth	67	7	51	8
Exeter	49	5	37	6
Southampton	26	3	22	3
Dover	22	2	17	3
The rest*	182	19	163	25
TOTAL	950	99	663	101

(To the nearest %)  
 \* Including: Barnstaple 12-15; Isle of Wight 8-10; Portsmouth, Falmouth 8-9 each; Lyme Regis 7-9; Poole 6-9; Fowey, Bideford, Sandwich 7 each; Hull, Newcastle 6 each; and Ipswich 5-6.



Table 3.7: Tonnage distribution of privateers according to number.

		TONS									
		0-49	50-99	100-149	150-199	200-249	250-299	300-349	350+	Unknown	TOTAL
NUMBER OF VESSELS	MAXIMUM	192	240	201	98	113	25	45	28	8	950
	% OF TOTAL	20	25	21	10	12	3	5	3	1	100
	MINIMUM	133	165	145	67	82	15	34	19	3	663
	% OF TOTAL	20	25	22	10	12	2	5	3	under 1	100

(To the nearest %)

Table 3.8: Tonnage distribution of privateers according to tons burden.

		TONS								
		0-49	50-99	100-149	150-199	200-249	250-299	300-349	350+	TOTAL
NUMBER OF	MAXIMUM	6,550	16,170	23,079	15,767	23,631	6,375	13,698	12,000	117,270
	% OF TOTAL	6	14	20	13	20	5	12	10	100
TONS	MINIMUM	4,448	11,063	16,502	10,887	17,278	3,850	10,373	7,850	82,251
	% OF TOTAL	5	13	20	13	21	5	13	10	100

(To the nearest %)

Table 3.9: Regional tonnage distributions of privateers according to number.

	TONS										TOTAL	
	0-49	50-99	100-149	150-199	200-249	250-299	300-349	350+	Unknown	TOTAL		
<u>East</u>												
Max	3	1	5	3	12	0	4	0	0	28		
Min	3	1	4	3	11	0	4	0	0	26		
<u>London</u>												
Max	26	62	60	37	63	19	31	24	3	325		
Min	12	30	38	20	40	10	21	15	1	187		
<u>South east</u>												
Max	9	8	8	3	3	0	0	0	0	31		
Min	7	7	7	3	1	0	0	0	0	25		
<u>South</u>												
Max	9	22	12	4	3	0	1	0	0	51		
Min	8	18	11	2	3	0	1	0	0	43		
<u>South west</u>												
Max	137	137	107	43	27	5	5	0	4	465		
Min	95	100	77	31	22	4	4	0	1	334		
<u>North west</u>												
Max	0	0	1	0	0	0	0	0	0	1		
Min	0	0	1	0	0	0	0	0	0	1		
<u>Ireland</u>												
Max	3	3	2	0	1	0	1	0	0	10		
Min	3	3	2	0	1	0	1	0	0	10		
<u>Scotland</u>												
Max	0	1	3	4	2	1	0	0	1	12		
Min	0	1	3	4	2	1	0	0	1	12		
<u>Miscellaneous</u>												
Max	5	6	3	4	2	0	3	4	0	27		
Min	5	5	2	4	2	0	3	4	0	25		
<u>TOTAL</u>												
Max	192	240	201	98	113	25	45	28	8	950		
Min	133	165	145	67	82	15	34	19	3	663		

Table 3.10: Regional tonnage distributions of privateers according to tonnage.

TONS

	0-49	50-99	100-149	150-199	200-249	250-299	300-349	350+	Unknown	TOTAL
<u>East</u>										
Max	120	50	620	470	2,535	0	1,200	0	0	4,995
Min	120	50	480	470	2,335	0	1,200	0	0	4,655
<u>London</u>										
Max	885	4,297	7,124	6,025	13,063	4,830	9,425	10,450	0	56,099
Min	400	2,002	4,372	3,330	8,313	2,580	6,400	6,300	0	33,697
<u>South east</u>										
Max	315	555	873	490	640	0	0	0	0	2,873
Min	240	475	773	490	240	0	0	0	0	2,218
<u>South</u>										
Max	345	1,415	1,285	630	640	0	300	0	0	4,615
Min	300	1,185	1,185	300	640	0	300	0	0	3,910
<u>South west</u>										
Max	4,630	9,208	12,127	6,892	5,643	1,295	1,533	0	0	41,328
Min	3,133	6,776	8,782	5,037	4,640	1,020	1,233	0	0	30,621
<u>North west</u>										
Max	0	0	130	0	0	0	0	0	0	130
Min	0	0	130	0	0	0	0	0	0	130
<u>Ireland</u>										
Max	95	175	240	0	200	0	300	0	0	1,010
Min	95	175	240	0	200	0	300	0	0	1,010
<u>Scotland</u>										
Max	0	70	300	620	440	250	0	0	0	1,680
Min	0	70	300	620	440	250	0	0	0	1,680
<u>Miscellaneous</u>										
Max	160	400	380	640	470	0	940	1,550	0	4,540
Min	160	330	240	640	470	0	940	1,550	0	4,330
<u>TOTAL</u>										
Max	6,550	16,170	23,079	15,767	23,631	6,375	13,698	12,000	0	117,270
Min	4,448	11,063	16,502	10,887	17,278	3,850	10,373	7,850	0	82,251

Table 3.11: Tonnage distributions of privateers set out from the leading ports according to number and tonnage.

TONS

	0-99		100-199		200-299		300+		
	Number	Tonnage	Number	Tonnage	Number	Tonnage	Number	Tonnage	TOTAL TONNAGE
<u>London</u>	88	5,182	97	13,149	82	17,893	55	19,875	56,099
	42	2,402	58	7,702	50	10,893	36	12,700	33,697
<u>Bristol</u>	56	2,934	37	4,657	13	2,883	3	900	11,374
	34	1,897	26	3,352	10	2,205	2	600	8,054
<u>Plymouth</u>	48	2,428	33	4,215	6	1,240	1	300	8,183
	32	1,566	26	3,295	5	1,040	1	300	6,201
<u>Weymouth</u>	57	2,842	21	2,450	1	220	0	0	5,512
	37	1,852	12	1,450	1	220	0	0	3,522
<u>Dartmouth</u>	37	1,655	22	2,917	6	1,335	1	333	6,240
	28	1,265	16	2,077	5	1,135	1	333	4,810
<u>Exeter</u>	31	1,457	13	1,630	5	1,020	0	0	4,107
	24	1,137	9	1,115	4	820	0	0	3,072
<u>TOTAL</u>	432	22,720	299	38,846	138	30,006	73	25,698	117,270
	298	15,511	212	27,389	97	21,128	53	18,223	82,251



Table 3.12: The number of privateering ventures set up from 1625 to 1630.

No.	1625		1626		1627		1628		1629		1630		TOTAL	
	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min
of														
Ventures	17	17	152	150	350	301	250	245	186	176	133	132	1,088	1,021

Table 3.13: The number of privateering ventures for the regions from 1625 to 1630.

	1625		1626		1627		1628		1629		1630		TOTAL	
	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min
East	1	1	5	5	16	14	3	3	2	2	4	4	31	29
London	6	6	75	75	136	122	71	71	62	61	44	43	394	378
South east	0	0	3	3	16	14	8	8	3	3	4	4	34	32
South	0	0	6	6	10	8	15	14	9	8	4	4	44	40
South west	4	4	54	52	146	123	137	133	104	96	74	74	519	482
North west	0	0	0	0	0	0	1	1	0	0	0	0	1	1
Ireland	0	0	2	2	5	2	1	1	3	3	1	1	12	9
Scotland	1	1	4	4	5	5	2	2	0	0	0	0	12	12
Miscellaneous*	5	5	3	3	16	13	12	12	3	3	2	2	41	38
<b>TOTAL</b>	<b>17</b>	<b>17</b>	<b>152</b>	<b>150</b>	<b>350</b>	<b>301</b>	<b>250</b>	<b>245</b>	<b>186</b>	<b>176</b>	<b>133</b>	<b>132</b>	<b>1,088</b>	<b>1,021</b>

\* Includes 2 for Channel Islands.

Table 3.14: The number of ventures for the leading ports from 1625 to 1630.

	1625		1626		1627		1628		1629		1630		TOTAL	
	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min
London	6	6	75	75	136	122	71	71	62	61	44	43	394	378
Bristol	1	1	13	13	36	26	40	38	26	26	16	16	132	120
Plymouth	1	1	8	8	25	23	31	30	24	18	13	13	102	93
Dartmouth	0	0	10	10	24	20	14	14	15	14	12	12	75	70
Weymouth	0	0	6	6	14	13	16	16	18	18	20	20	74	73
Exeter	0	0	7	5	15	13	20	20	11	11	6	6	59	55
SUB-TOTAL	8	8	119	117	250	217	192	189	156	148	111	110	836	789
TOTAL OF ALL VENTURES	17	17	152	150	350	301	250	245	186	176	133	132	1,088	1,021

Table 4.1: Annual fluctuations in the number of prizes 1625-1631.

1625	1626	1267	1628	1629	1630	1631	Undated	TOTAL
0	33	189	210	211	77	10	7	737



Table 4.2: The regional distribution of prizes 1626-1631.

	1626	1627	1628	1629	1630	1631	Undated	TOTAL
East	0	2	0	2	0	0	0	4
London	6	45	39	40	9	2	3	144
South east	0	29	14	17	3	0	0	63
South	0	10	27	7	5	1	0	50
South west	26	88	115	130	55	6	1	421 <sup>1</sup>
Ireland	1	2	0	0	0	1	0	4
Miscellaneous	0	13	15	15	5	0	3	51
<b>TOTAL</b>	<b>33</b>	<b>189</b>	<b>210</b>	<b>211</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>737</b>

<sup>1</sup>This total includes 18 prizes from the miscellaneous category, taken by two or more vessels from different ports of origin but within the south west, or by vessels whose port of origin, although conflicting, is also within the region.

Table 4.3: The number of prizes taken by the ports 1626-1631.

	1626	1627	1628	1629	1630	1631	Undated	TOTAL
London	6	45	39	40	9	2	3	144
Bristol	11	35	47	29	12	0	0	134
Plymouth	4	7	13	37	8	1	0	70
Weymouth	1	16	14	21	16	1	0	69
Dover	0	29	8	17	3	0	0	57
Southampton	0	10	27	7	5	1	0	50
Dartmouth	4	12	13	6	10	2	1	48
Exeter	6	13	13	10	4	1	0	47
Fowey	0	1	3	14	0	0	0	18
Lyme Regis	0	0	2	5	3	0	0	10
Rye	0	0	6	0	0	0	0	6
Barnstaple	0	0	1	2	0	0	0	3
Falmouth	0	1	0	1	0	0	0	2
Ipswich	0	0	0	2	0	0	0	2
King's Lynn	0	2	0	0	0	0	0	2
Poole	0	1	0	0	0	0	0	1
Scilley Isles	0	0	1	0	0	0	0	1
Ireland	1	2	0	0	0	1	0	4
Miscellaneous	0	15	23	20	7	1	3	69
<b>TOTAL</b>	<b>33</b>	<b>189</b>	<b>210</b>	<b>211</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>737</b>

Table 4.4: Annual fluctuations in the value of prizes 1625-1631.

	1626	1627	1628	1629	1630	1631	Undated	TOTAL
Value £	33,865	103,776	172,158	145,851	83,247	15,951	11,699	566,547
Number	14	123	143	136	53	9	6	484

(To the nearest £)

Table 4.5: Annual fluctuations in the average value of prizes 1625-1631.

	1626	1627	1628	1629	1630	1631	Undated	TOTAL
£	2,419	844	1,204	1,072	1,571	1,772	1,950	1,171

Table 4.6: Variations in the value of prizes 1625-31.

£1-999			£1,000-4,999			£5,000 and above		
Value £ : s : d	No.	Average to the nearest £	Value £ : s : d	No.	Average to the nearest £	Value £ : s : d	No.	Average to the nearest £
1626 1,569-2-5	5	314	16,144-0-1½	7	2,306	16,151-16-7	2	8,076
1627 30,380-0-11½	101	301	35,034-3-10	17	2,061	38,361-11-1	5	7,672
1628 40,202-6-11	110	365	50,251-7-7	22	2,284	81,703-18-¾	11	7,428
1629 24,365-5-1	101	241	61,514-13-6	26	2,366	59,971-6-3	9	6,663
1630 10,642-7-9½	38	280	15,308-6-0	7	2,187	57,296-15-4	8	7,162
1631 4,078-13-10	7	583	4,744-17-1	1	4,745	7,127-5-6	1	7,127
Undated 1,078-4-11	4	270	1,294-10-0	1	1,295	9,326-4-10	1	9,326
<b>TOTAL</b> 112,316-1-11	366	307	184,291-18-1½	81	2,275	269,938-17-7½	37	7,296



**Table 4.7: Variations in the value of prizes 1625-1631 (percentages).**

	£1-999			£1,000-4,999			£5,000 and above		
	Value %	No. %	Average to the nearest £	Value %	No. %	Average to the nearest £	Value %	No. %	Average to the nearest £
1626	5	36	314	48	50	2,306	48	14	8,076
1627	29	82	301	34	14	2,061	37	4	7,672
1628	23	77	365	29	15	2,284	47	8	7,428
1629	17	74	241	42	19	2,366	41	7	6,663
1630	13	72	280	18	13	2,187	69	15	7,162
1631	25	78	583	30	11	4,745	45	11	7,127
Undated	9	67	270	11	17	1,295	80	17	9,326
<b>TOTAL</b>	<b>20</b>	<b>76</b>	<b>307</b>	<b>32</b>	<b>17</b>	<b>2,275</b>	<b>48</b>	<b>8</b>	<b>7,296</b>

(To the nearest %)

Table 4.8: Regional distribution of the value and number of prizes 1625-1631.

	Value £	% of total	Number	% of total
East	2,906	under 1	4	under 1
London	130,118	23	98	20
South east	12,826	2	35	7
South	19,324	3	40	8
South west <sup>1</sup>	374,010	66	275	57
Ireland	830	under 1	2	under 1
Miscellaneous	26,533	5	30	6
<b>TOTAL</b>	<b>566,547</b>	<b>100</b>	<b>484</b>	<b>100</b>

<sup>1</sup>The totals for the south west include 12 prizes from the miscellaneous category, valued at £8,012, which were captured by two or more vessels from different ports of origin but within the region, or by vessels whose port of origin, although conflicting, is also within the south west.  
(To the nearest £ )

**Table 4.9: Annual fluctuations in the value and number of prizes for the regions 1625-1631.**

	1626	1627	1628	1629	1630	1631	Undated	TOTAL
LONDON	Value £: 6,380 Number: 2	42,285 37	19,336 22	38,663 27	11,407 5	1,216 2	10,831 3	130,118 98
SOUTH EAST	Value £: - Number: -	6,986 18	1,252 6	3,703 8	885 3	-	-	12,826 35
SOUTH	Value £: - Number: -	1,514 6	11,876 22	4,161 7	1,436 4	337 1	-	19,324 40
SOUTH WEST	Value £: 27,485 Number: 12	33,823 50	135,144 83	96,102 88	68,482 38	12,974 4	-	374,010 275
OVERALL TOTAL	Value £: 33,865 Number: 14	103,776 123	172,158 143	145,851 136	83,247 53	15,951 9	11,699 6	566,547 484

(To the nearest £ )

Table 4.10: Annual fluctuations in the value and number of prizes for the regions 1625-1631 (percentages).

	1626	1627	1628	1629	1630	1631	Undated	TOTAL
LONDON								
Value:	19	41	11	26	14	8	93	23
Number:	14	30	15	20	9	22	50	20
SOUTH EAST								
Value:	-	7	1	2	1	-	-	2
Number:	-	15	4	6	6	-	-	7
SOUTH								
Value:	-	1	7	3	2	2	-	3
Number:	-	5	15	5	7	11	-	8
SOUTH WEST								
Value:	81	33	78	66	82	81	-	66
Number:	86	41	58	65	72	44	-	57

(To the nearest %)



Table 4.11: Annual fluctuations in the average value of prizes for the regions 1625-1631.

	1626	1627	1628	1629	1630	1631	Undated	TOTAL
London	3,190	1,143	879	1,432	2,281	608	3,610	1,328
South east	-	388	209	463	295	-	-	366
South	-	252	540	594	359	337	-	483
South west	2,290	676	1,628	1,092	1,802	3,244	-	1,360

(To the nearest £ )

Table 4.12: Regional variations in the value of prizes 1625-1631.

	£1-999			£1,000-4999			£5,000 and above		
	Value £ : s : d	No.	Average to the nearest £	Value £ : s : d	No.	Average to the nearest £	Value £ : s : d	No.	Average to the nearest £
London	18,868-7-3	70	269	45,084-7-2½	20	2,254	66,164-15-9	8	8,271
South east	7,557-6-4	32	236	5,268-9-4	3	1,756	-	-	-
South	12,554-3-11½	35	359	6,770-4-11	5	1,354	-	-	-
South west	63,100-15-2½	200	316	115,376-3-7	47	2,455	195,533-9-10½	28	6,983
OVERALL TOTAL	112,316-1-11	366	307	184,291-18-1½	81	2,275	269,938-17-7½	37	7,296

Table 4.13: Regional variations in the value of prizes 1625-1631 (percentages).

	£1-999		£1,000-4,999		£5,000 and above	
	1	2	1	2	1	2
	Average to the nearest £		Average to the nearest £		Average to the nearest £	
London	14	71	269	35	20	2,254
South east	59	91	236	41	9	1,756
South west	65	87	359	35	13	1,354
TOTAL	17	73	316	31	17	2,455
	20	76	307	32	17	2,275
				48	8	7,296
				51	8	8,271
				-	-	-
				-	-	-
				52	10	6,983

(To the nearest 2)

1: % of total value of all prizes for an area which falls into a particular category.

2: % of total number of vessels falling into a particular value category in an area.

Table 4.14: Annual fluctuations in the value of prizes for the regions 1625-1631.

	£1-999			£1,000-4999			£5,000 and above		
	Value £ : s : d	No.	Average to the nearest £	Value £ : s : d	No.	Average to the nearest £	Value £ : s : d	No.	Average to the nearest £
<u>(1) London:</u>									
1626	-	-	-	6,380-2-3½	2	3,190	-	-	-
1627	6,824-19-4	28	244	16,083-8-8	7	2,298	19,376-4-10	2	9,688
1628	5,638-11-8	18	313	6,331-12-4	3	2,111	7,365-18-7	1	7,366
1629	4,502-12-11	19	237	11,521-1-5	5	2,304	22,638-17-6	3	7,546
1630	476-0-0	2	238	3,473-12-6	2	1,737	7,457-10-0	1	7,458
1631	1,216-3-4	2	608	-	-	-	-	-	-
Undated	210-0-0	1	210	1,294-10-0	1	1,295	9,326-4-10	1	9,326
TOTAL	18,868-7-3	70	269	45,084-7-2½	20	2,254	66,164-15-9	8	8,271

cont'd..



Table 4.14 (cont'd)

	£1-999			£1,000-4,999			£5,000 and above		
	Value £ : s : d	No.	Average to the nearest £	Value £ : s : d	No.	Average to the nearest £	Value £ : s : d	No.	Average to the nearest £
<u>(2) South east:</u>									
1626	-	-	-	-	-	-	-	-	-
1627	4,052-7-4	16	253	2,934-1-4	2	1,467	-	-	-
1628	1,251-8-0	6	209	-	-	-	-	-	-
1629	1,368-6-10	7	195	2,334-8-0	1	2,334	-	-	-
1630	885-4-2	3	295	-	-	-	-	-	-
<b>TOTAL</b>	<b>7,557-6-4</b>	<b>32</b>	<b>236</b>	<b>5,268-9-4</b>	<b>3</b>	<b>1,756</b>	<b>-</b>	<b>-</b>	<b>-</b>

cont'd...

Table 4.14 (cont'd)

	£1-999			£1,000-4999			£5,000 and above		
	Value £ : s : d	No.	Average to the nearest £	Value £ : s : d	No.	Average to the nearest £	Value £ : s : d	No.	Average to the nearest £
<u>(3) South:</u>									
1626	-	-	-	-	-	-	-	-	-
1627	1,513-17-5½	6	252	-	-	-	-	-	-
1628	8,050-2-4	19	424	3,826-6-10	3	1,275	-	-	-
1629	1,217-1-8	5	243	2,943-18-1	2	1,472	-	-	-
1630	1,436-2-6	4	359	-	-	-	-	-	-
1631	337-0-0	1	337	-	-	-	-	-	-
TOTAL	12,554-3-11½	35	359	6,770-4-11	5	1,354	-	-	-

cont'd...

Table 4.14 (cont'd)

	£1-999			£1,000-4,999			£5,000 and above		
	Value £ : s : d	No.	Average to the nearest £	Value £ : s : d	No.	Average to the nearest £	Value £ : s : d	No.	Average to the nearest £
<u>(4) South west:</u>									
1626	1,569-2-5	5	314	9,763-17-10	5	1,953	16,151-16-7	2	8,076
1627	14,844-2-10	43	345	8,234-3-1	5	1,647	10,744-14-3	2	5,373
1628	23,542-2-10	59	399	37,263-19-10	14	2,662	74,337-19-5½	10	7,434
1629	15,235-6-9	65	234	43,534-12-3	17	2,560	37,332-8-9	6	6,222
1630	6,808-10-4½	26	262	11,834-13-6	5	2,367	49,839-5-4	7	7,200
1631	1,101-10-0	2	551	4,744-17-1	1	4,745	7,127-5-6	1	7,127
<b>TOTAL</b>	<b>63,100-15-2½</b>	<b>200</b>	<b>316</b>	<b>115,376-3-7</b>	<b>47</b>	<b>2,455</b>	<b>195,533-9-10½</b>	<b>28</b>	<b>6,983</b>

Table 4.15: Value and number of prizes for the ports 1625-1631.

	Value £	% of total	Number	% of total
Bristol	152,127	27	81	17
London	130,118	23	98	20
Weymouth	88,416	16	51	10
Exeter	41,337	7	29	6
Plymouth	35,047	6	47	10
Dartmouth	32,104	6	30	6
Southampton	19,324	3	40	8
Dover	12,428	2	30	6
Barnstaple	7,600	1	2	under 1
Lyme Regis	6,148	1	8	2
Ipswich	2,151	under 1	2	under 1
Falmouth	1,740	under 1	2	under 1
Fowey	971	under 1	11	2
King's Lynn	754	under 1	2	under 1
Rye	398	under 1	5	1
Scilley Isles	318	under 1	1	under 1
Poole	189	under 1	1	under 1
Ireland	830	under 1	2	under 1
Miscellaneous	34,545	6	42	9

(To the nearest £ )



Table 4.16: Annual fluctuations in the value and number of prizes for the leading ports 1625-1631.

	1626	1627	1628	1629	1630	1631	Undated	TOTAL
BRISTOL	Value £: 6,515 Number: 4	16,515 20	74,672 32	25,848 20	28,577 5	-	-	152,127 81
LONDON	Value £: 6,380 Number: 2	42,285 37	19,336 22	38,663 27	11,407 5	1,216 2	10,831 3	130,118 98
WEYMOUTH	Value £ - -	4,348 6	27,356 11	24,210 18	31,538 15	964 1	-	88,416 51
EXETER	Value £: 20,729 Number: 6	3,415 10	9,014 6	3,193 5	242 1	4,744 1	-	41,337 29
PLYMOUTH	Value £: - Number: -	7,191 6	7,740 10	16,109 25	4,007 6	-	-	35,047 47
DARTMOUTH	Value £: 240 Number: 2	905 4	7,036 10	13,104 5	3,554 7	7,265 2	-	32,104 30
OVERALL TOTAL	Value £: 33,865 Number: 14	103,776 123	172,158 143	145,851 136	83,247 53	15,951 9	11,699 6	566,547 484

(To the nearest £ )

Table 4.17: Annual fluctuations in the average value of prizes for the leading ports 1625-1631.

	1626	1627	1628	1629	1630	1631	Undated	TOTAL
Bristol	1,629	826	2,334	1,292	5,715	-	-	1,878
London	3,190	1,143	879	1,432	2,281	608	3,610	1,328
Weymouth	-	725	2,487	1,345	2,103	964	-	1,734
Exeter	3,455	342	1,502	639	242	4,744	-	1,425
Plymouth	-	1,199	774	644	668	-	-	746
Dartmouth	120	226	704	2,621	508	3,633	-	1,070
Southampton	-	252	540	594	359	337	-	483
Dover	-	388	853	463	295	-	-	414
<b>TOTAL</b>	<b>2,419</b>	<b>844</b>	<b>1,204</b>	<b>1,072</b>	<b>1,571</b>	<b>1,772</b>	<b>1,950</b>	<b>1,171</b>

(To the nearest pound)

Table 4.18: Variations in the value of prizes for the leading ports 1625-1631.

	£1-999			£1,000-4,999			£5,000 and above		
	Value £ : s : d	No.	Average to the nearest £	Value £ : s : d	No.	Average to the nearest £	Value £ : s : d	No.	Average to the nearest £
Bristol	20,689-10-9	51	406	49,620-13-8	19	2,612	81,817-1-6	11	7,438
London	18,868-7-3	70	269	45,084-7-2½	20	2,254	66,164-15-9	8	8,271
Weymouth	8,379-8-4½	34	246	20,889-16-0	8	2,611	59,147-1-0	9	6,572
Exeter	8,201-7-3	21	391	10,115-13-2	5	2,023	23,019-13-1½	3	7,673
Plymouth	11,027-2-5	39	283	13,790-12-6	6	2,299	10,229-0-0	2	5,115
Dartmouth	4,924-9-4	22	224	13,154-2-1	6	2,192	14,025-18-3	2	7,013
Southampton	12,554-3-11½	35	359	6,770-4-11	5	1,354	-	-	-
Dover	7,159-6-4	27	265	5,268-9-4	3	1,756	-	-	-
<b>OVERALL TOTAL</b>	<b>112,316-1-11</b>	<b>366</b>	<b>307</b>	<b>184,291-18-1½</b>	<b>81</b>	<b>2,275</b>	<b>269,938-17-7½</b>	<b>37</b>	<b>7,296</b>

Table 4.19: Variations in the value of prizes for the leading ports 1625-1631 (percentages).

	£1-999			£1,000-4,999			£5,000 and above		
	Value £ : s : d	No.	Average to the nearest £	Value £ : s : d	No.	Average to the nearest £	Value £ : s : d	No.	Average to the nearest £
Bristol	14	63	406	33	23	2,612	54	14	7,438
London	14	71	269	35	20	2,254	51	8	8,271
Weymouth	9	67	246	24	16	2,611	67	18	6,572
Exeter	20	72	391	24	17	2,023	56	10	7,673
Plymouth	31	83	283	39	13	2,299	29	4	5,115
Dartmouth	15	73	224	41	20	2,192	44	7	7,013
Southampton	65	87	359	35	13	1,354	-	-	-
Dover	58	90	265	42	10	1,756	-	-	-
<b>OVERALL TOTAL</b>	<b>20</b>	<b>76</b>	<b>307</b>	<b>32</b>	<b>17</b>	<b>2,275</b>	<b>48</b>	<b>8</b>	<b>7,296</b>

(To the nearest %)



Table 4.20: The value of prize commodities 1625-1631.

Commodity	Value to nearest £	% of total
1) Sugars	321,755	63
2) Wines and cider	32,516	6
3) Salt	19,173	4
4) Wool	17,152	3
5) Textiles	15,218	3
6) Tobacco	15,194	3
7) Hides	10,127	2
8) Dyewoods	9,205	2
9) Currants and raisins	8,566	2
10) Fish	7,582	1
11) Ginger	7,202	1
12) Oils	5,884	1
13) Metals: iron, steel, lead	4,997	1
14) Miscellaneous and unknown	4,372	1
15) Precious metals and money	3,966	1
16) Grains: wheat, barley, rye	3,457	1
17) Pepper	3,124	1
18) Dyes: sumac, indigo, woad	2,889	1
19) Deal boards, pipestaves, balks	2,466	under 1
20) Cochineal and sylvester	2,144	" 1
21) Honey and molasses	1,847	" 1
22) Pitch and tar	1,704	" 1

cont'd...

Table 4.20 (cont'd)

Commodity	Value to nearest £	% of total
23) Barilla <sup>1</sup>	1,629	under 1
24) Alum	1,505	" 1
25) Cotton wool	1,349	" 1
26) Hemp	1,348	" 1
27) Dates and figs	1,283	" 1
28) Foods: beef, cheese etc.	1,046	" 1
29) Cinnamon	887	" 1
30) Flax	668	" 1
31) Paper	640	" 1
32) Conserves	475	" 1
33) Fruit	450	" 1
34) Wax and tallow	434	" 1
35) Aniseed	270	" 1
36) Almonds	229	" 1
37) Cork	169	" 1
38) Leather	163	" 1
39) Ivory	142	" 1
40) Cloves	111	" 1
41) Vinegar	69	" 1
42) Gum	60	" 1
43) Liquorice	44	" 1
44) Incense	43	" 1
45) Opium	32	" 1
46) Marmelade	31	" 1

cont'd..

Table 4.20 (cont'd)

Commodity	Value to nearest £	% of total
47) Olives	31	under 1
48) Clay	20	" 1
49) Whale fins	19	" 1
50) Powder	15	" 1
51) Cake soap	14	" 1
52) Rice	9	" 1
53) Sarsaparilla	6	" 1
54) Linseed	6	" 1
55) Anchovies	2	" 1
TOTAL	513,739	100

<sup>1</sup>Or barillia: the dried leaves of this plant, which is mainly grown in Spain, Sicily and the Canary Islands, are burnt to produce an alkali used in the manufacture of soda, soap, or glass.

Table 4.21: Annual fluctuations in the value of leading prize commodities 1625-1631.

	1626	1627	1628	1629	1630	1631	Undated	TOTAL
<u>Sugar:</u>								
Value	20,843	42,611	99,473	75,642	60,694	13,021	9,471	321,755
% of total	63	45	64	56	88	91	-	63
<u>Wine:</u>								
Value	0	5,403	10,233	14,632	38	810	1,400	32,516
% of total	0	6	7	11	under 1	1	-	6
<u>Salt:</u>								
Value	0	3,674	11,087	2,094	2,317	1	0	19,173
% of total	0	4	7	2	3	under 1	-	4
<u>Wool:</u>								
Value	0	120	1,938	15,094	0	0	0	17,152
% of total	0	under 1	1	11	0	0	-	3
<u>Textiles:</u>								
Value	1,895	5,013	1,607	6,524	179	0	0	15,218
% of total	6	5	1	5	under 1	0	-	3
<u>Tobacco:</u>								
Value	596	2,846	9,384	1,746	336	273	13	15,194
% of total	2	3	6	1	under 1	under 1	-	3
<u>Hides:</u>								
Value	276	5,795	2,844	524	630	58	0	10,127
% of total	1	6	2	under 1	1	under 1	-	2
<b>TOTAL VALUE:</b>	<b>33,103</b>	<b>93,929</b>	<b>156,101</b>	<b>136,015</b>	<b>68,724</b>	<b>14,348</b>	<b>11,519</b>	<b>513,739</b>

(To the nearest £ )



Table 4.22: Regional distribution of the leading prize commodities 1625-1631.

	LONDON		SOUTH EAST		SOUTH		SOUTH WEST	
	Value to nearest £	% of regional total	Value to nearest £	% of regional total	Value to nearest £	% of regional total	Value to nearest £	% of regional total
Sugars	64,617	54	2,186	19	4,514	29	232,179	70
Wines and cider	7,292	6	1,775	16	4,354	28	18,043	5
Salt	1,465	1	972	8	3,645	23	8,715	3
Wool	16,186	14	0	0	651	4	315 under	1
Textiles	3,167	3	2,081	18	141	1	8,278	2
Tobacco	2,552	2	977	9	0	0	11,380	3
Hides	4,747	4	6	under 1	299	2	4,945	1
OVERALL TOTAL	-- 118,632	100	11,450	100	15,685	100	332,431	100

Table 4.23: Annual fluctuations in the value of the leading prize commodities for the regions 1625-1631.

	1626	1627	1628	1629	1630	1631	Undated	TOTAL
<b>SUGARS</b>								
London	4,200	20,699	9,399	13,620	7,352	0	9,347	64,617
South east	0	0	0	2,126	60	0	0	2,186
South	0	0	2,791	1,723	0	0	0	4,514
South west	16,643	11,803	83,729	55,511	52,300	12,193	0	232,179
<b>WINES</b>								
London	0	3,235	592	1,256	0	810	1,399	7,292
South east	0	1,071	0	704	0	0	0	1,775
South	0	172	2,497	2,729	36	0	0	5,434
South west	0	925	6,500	10,615	3	0	0	18,043
<b>SALT</b>								
London	0	734	637	94	0	0	0	1,465
South east	0	786	116	70	0	0	0	972
South	0	0	3,465	180	0	0	0	3,645
South west	0	1,433	3,214	1,750	2,317	1	0	8,715
<b>WOOL</b>								
London	0	102	1,683	14,401	0	0	0	16,186
South east	0	0	0	0	0	0	0	0
South	0	18	14	0	619	0	0	651
South west	0	0	241	74	0	0	0	315

cont'd

Table 4.23: cont'd

	1626	1627	1628	1629	1630	1631	Undated	TOTAL
<b>TEXTILES</b>								
London	0	319	52	2,796	0	0	0	3,167
South east	0	1,871	149	61	0	0	0	2,081
South	0	141	0	0	0	0	0	141
South west	1,895	1,291	1,246	3,667	179	0	0	8,278
<b>TOBACCO</b>								
London	76	1,247	829	400	0	0	0	2,552
South east	0	838	0	139	0	0	0	977
South	0	0	0	0	0	0	0	0
South west	520	624	8,442	1,200	321	273	0	11,380
<b>HIDES</b>								
London	0	3,579	968	134	66	0	0	4,747
South east	0	0	0	6	0	0	0	6
South	0	0	299	0	0	0	0	299
South west	277	2,103	1,558	384	565	58	0	4,945

(To the nearest £ )

Table 4.24: Distribution of the leading prize commodities between the ports 1625-1631.

	SUGARS		WINES		SALT		WOOL		TEXTILES		TOBACCO		HIDES	
	Value to nearest £	%	Value to nearest £	%	Value to nearest £	%	Value to nearest £	%	Value to nearest £	%	Value to nearest £	%	Value to nearest £	%
Bristol	95,569	70	7,913	6	2,124	2	241	-	3,166	2	1,704	1	3,239	2
London	64,617	54	7,292	6	1,465	1	16,186	14	3,167	3	2,552	2	4,747	4
Weymouth	61,747	78	2,257	3	1,138	1	0	0	987	1	6,462	8	281	-
Exeter	24,357	64	420	1	1,409	4	74	-	2,207	6	1,885	5	188	-
Plymouth	19,996	62	5,026	16	2,373	7	0	0	384	1	599	2	239	1
Dartmouth	19,063	62	1,794	6	624	2	0	0	1,432	5	410	1	976	3
Southampton	4,514	29	4,314	28	3,645	23	651	4	141	1	0	0	299	2
Dover	2,186	19	1,775	16	856	7	0	0	2,081	18	977	9	6	-



Table 4.25: Country or port of origin of prizes 1625-1631.

<u>Country/Port</u>	<u>Number of prizes</u>	<u>% of total</u>
France	314/313	61-62
Portugal	64/59	12
Spain	48/53	9-10
United Provinces	49/48	9-10
Hamburg	19	4
Lübeck	5	1
Flanders	6/7	1
Venice	1	under 1
Danzig	1	under 1
Scotland	1	under 1
Denmark	1/2	under 1
Jersey	1	under 1
<b>TOTAL</b>	<b>510</b>	<b>100</b>

Table 4.26: Country or port of origin of prizes taken by the leading ports 1625-1631.

	France		Portugal		Spain	U.P.	Hamburg	Lübeck	Flanders	Venice	Danzig	Scotland	Denmark	Total
LONDON	No.	57	12/15	13/16	2/3	2	2	2	1	1	1	1	1/0	96
	%	59	13/16	13/17	3	2	2	2	1	1	1	1	1/0	100
BRISTOL	No.	33	14	7	6	3	-	-	1	-	-	-	-	64
	%	52	22	11	9	5	-	-	2	-	-	-	-	100
PLYMOUTH	No.	29	5	10	5	2	1	1	1	-	-	-	-	53
	%	55	9	19	9	4	2	2	2	-	-	-	-	100
WEYMOUTH	No.	24	13	2	3	-	-	-	1	-	-	-	-	43
	%	56	30	5	7	-	-	-	2	-	-	-	-	100
DOVER	No.	41/42	-	4	4	1	-	-	2/1	-	-	-	-	52
	%	79/81	-	8	8	2	-	-	4/2	-	-	-	-	100
SOUTHAMPTON	No.	29	2/1	1/2	8	-	-	-	1	-	-	-	-	41
	%	71	5/2	2/5	19	-	-	-	2	-	-	-	-	100
EXETER	No.	16	5/6	1/2	8	2	1	1	-	-	-	-	-	34
	%	47	15/18	3/6	23	6	3	3	-	-	-	-	-	100
DARTMOUTH	No.	22	2	3	1	4	1	1	-	-	-	-	-	33
	%	67	6	9	3	12	3	3	-	-	-	-	-	100

U.P. = United Provinces

(To nearest %)

APPENDIX IV:  
Figures 3.1 - 4.17

# Best Copy Available

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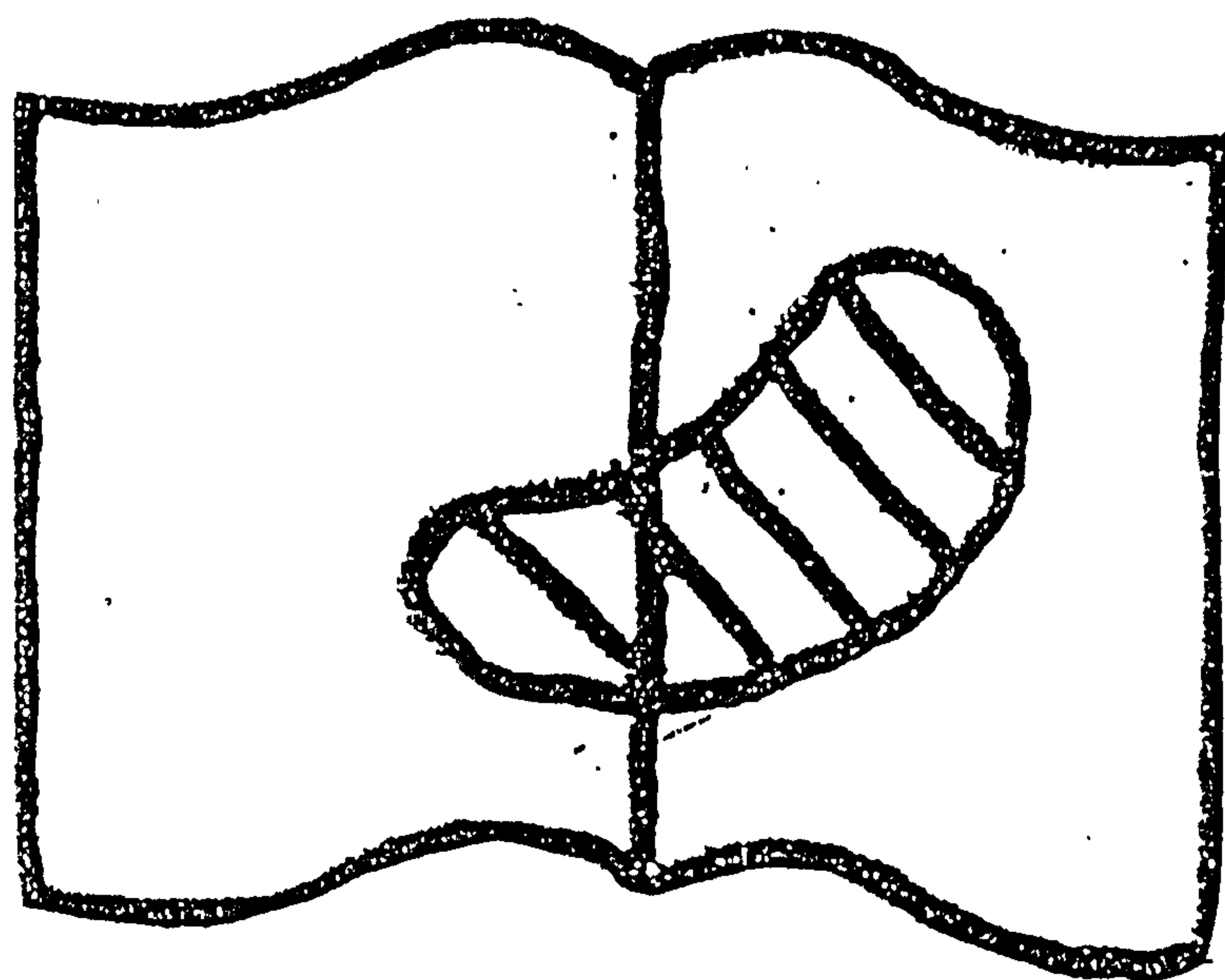
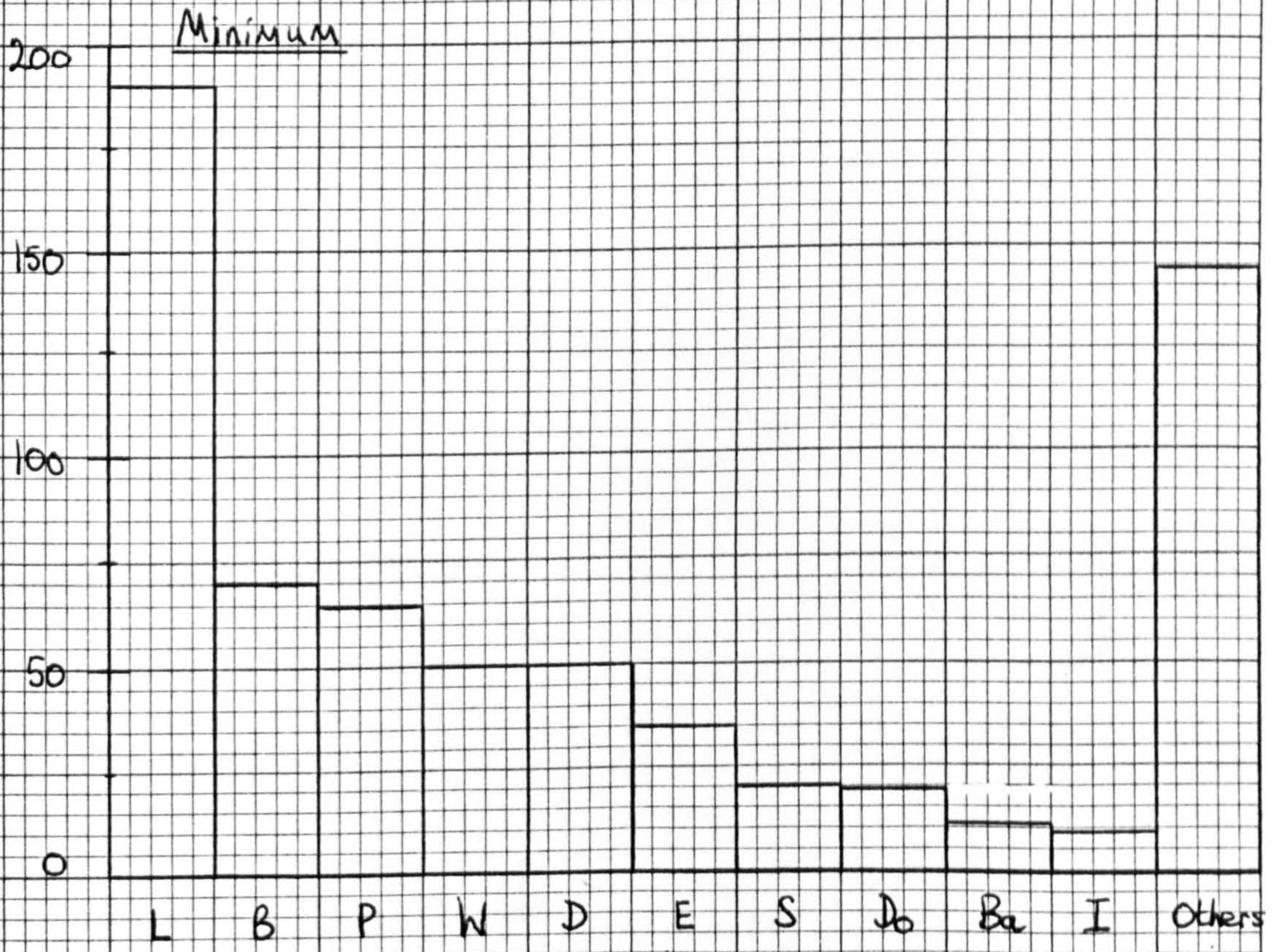
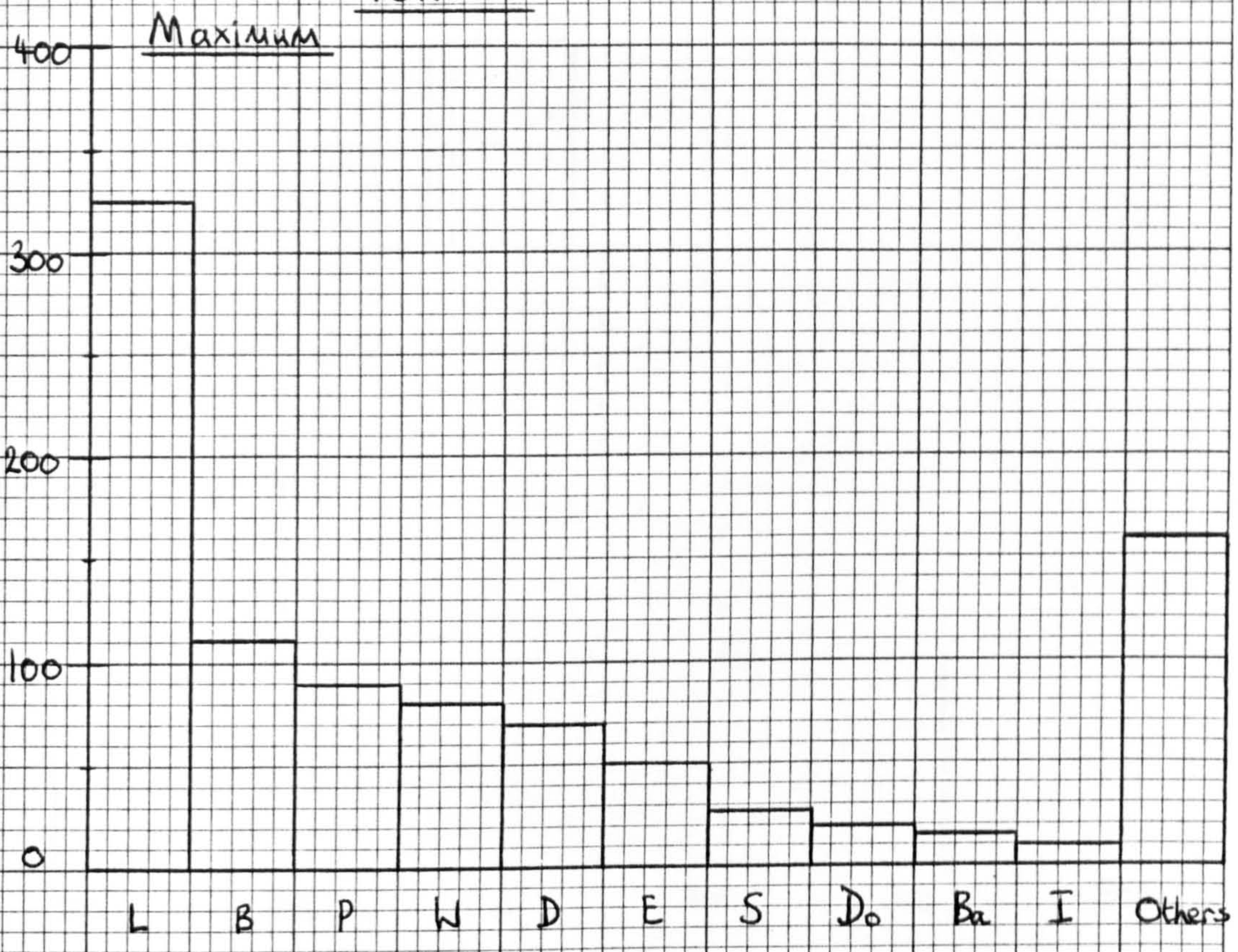




FIGURE 3.1: NUMBERS OF PRIVATEERS SET OUT BY THE PORTS.

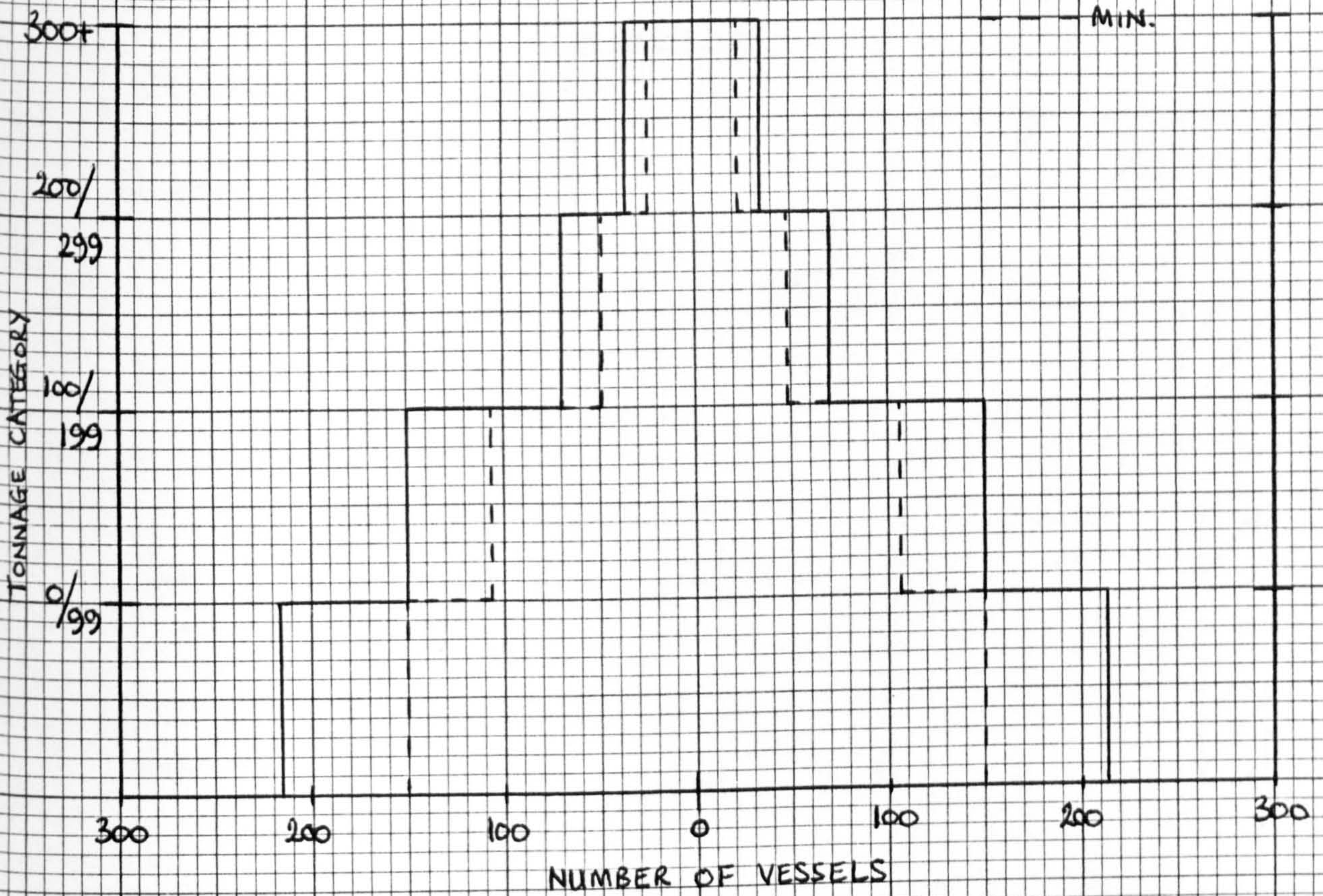


L = London; B = Bristol; P = Plymouth; W = Weymouth; Do = Dover; E = Exeter;  
 D = Dartmouth; Ba = Barnstaple; I = Isle of Wight.



FIGURE 3.2: TONNAGE DISTRIBUTION OF PRIVATEERS ACCORDING TO NUMBER AND TONS.

(a) NUMBER



(b) TONS

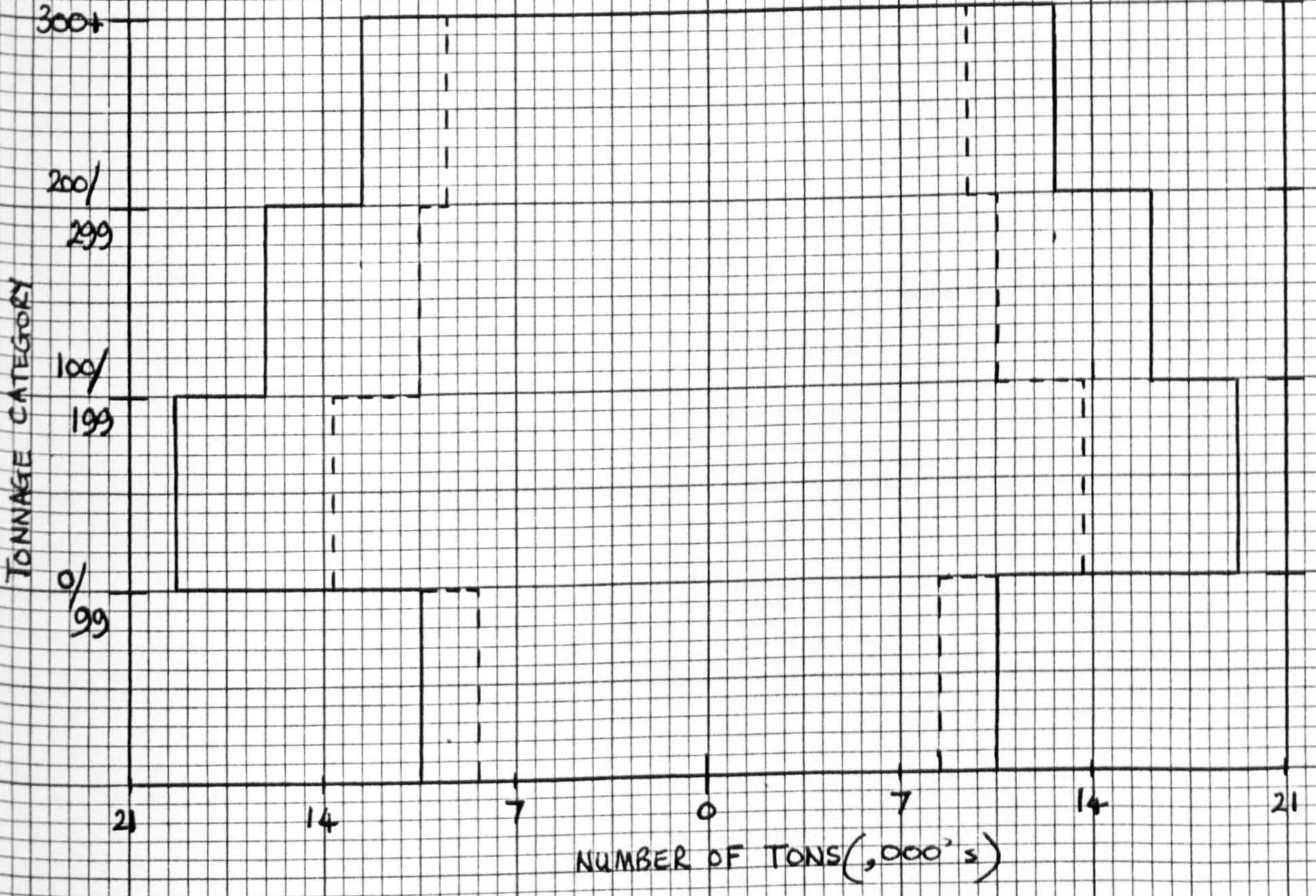




FIGURE 3.3: REGIONAL TONNAGE DISTRIBUTIONS OF PRIVATEERS ACCORDING TO NUMBER.

Maximum



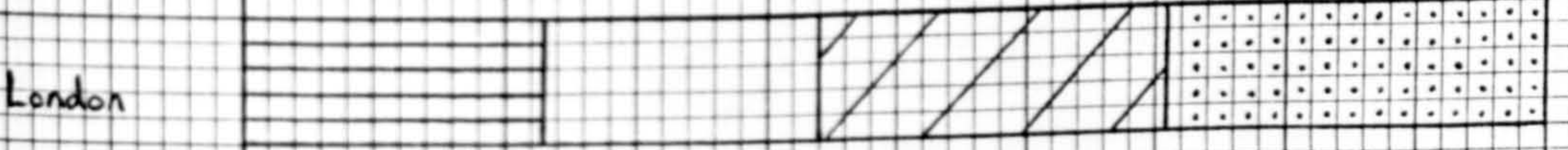
South east

South

South west

Minimum

0      20      40      60      80      100% OF TOTAL No.



South east

South

South west

KEY:

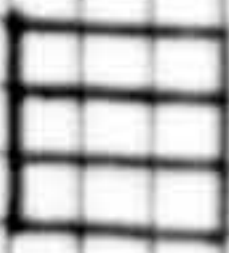
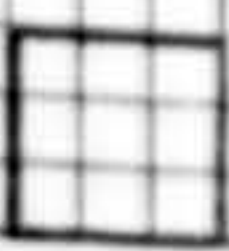

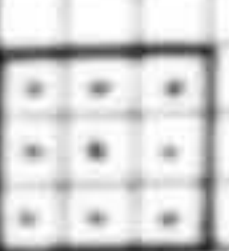
-  = 0-99 TONS
-  = 100-199 TONS
-  = 200-299 TONS
-  = 300+ TONS



FIGURE 3.4 = REGIONAL TONNAGE DISTRIBUTIONS OF PRIVATEERS ACCORDING TO TONS BURDEN.

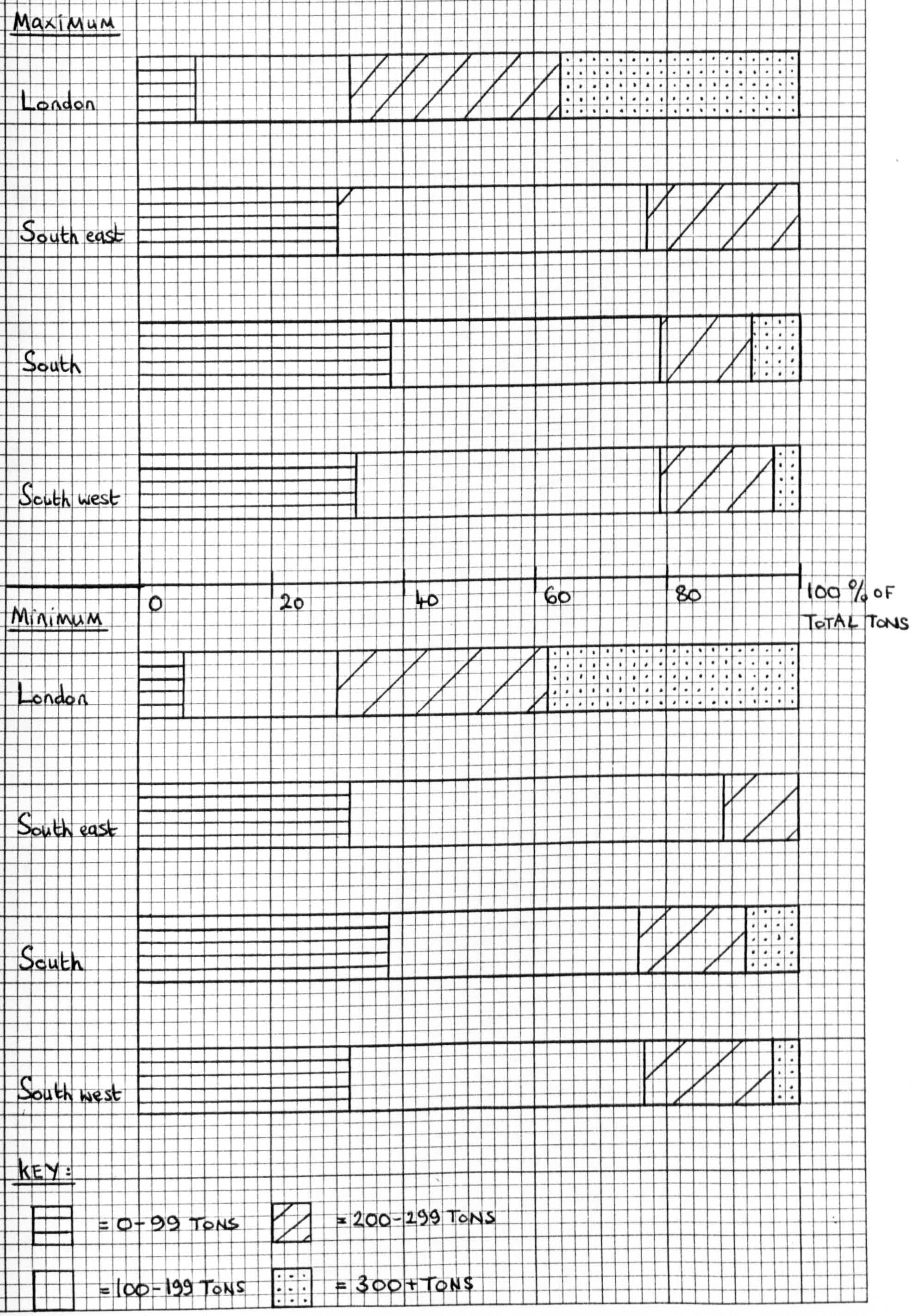
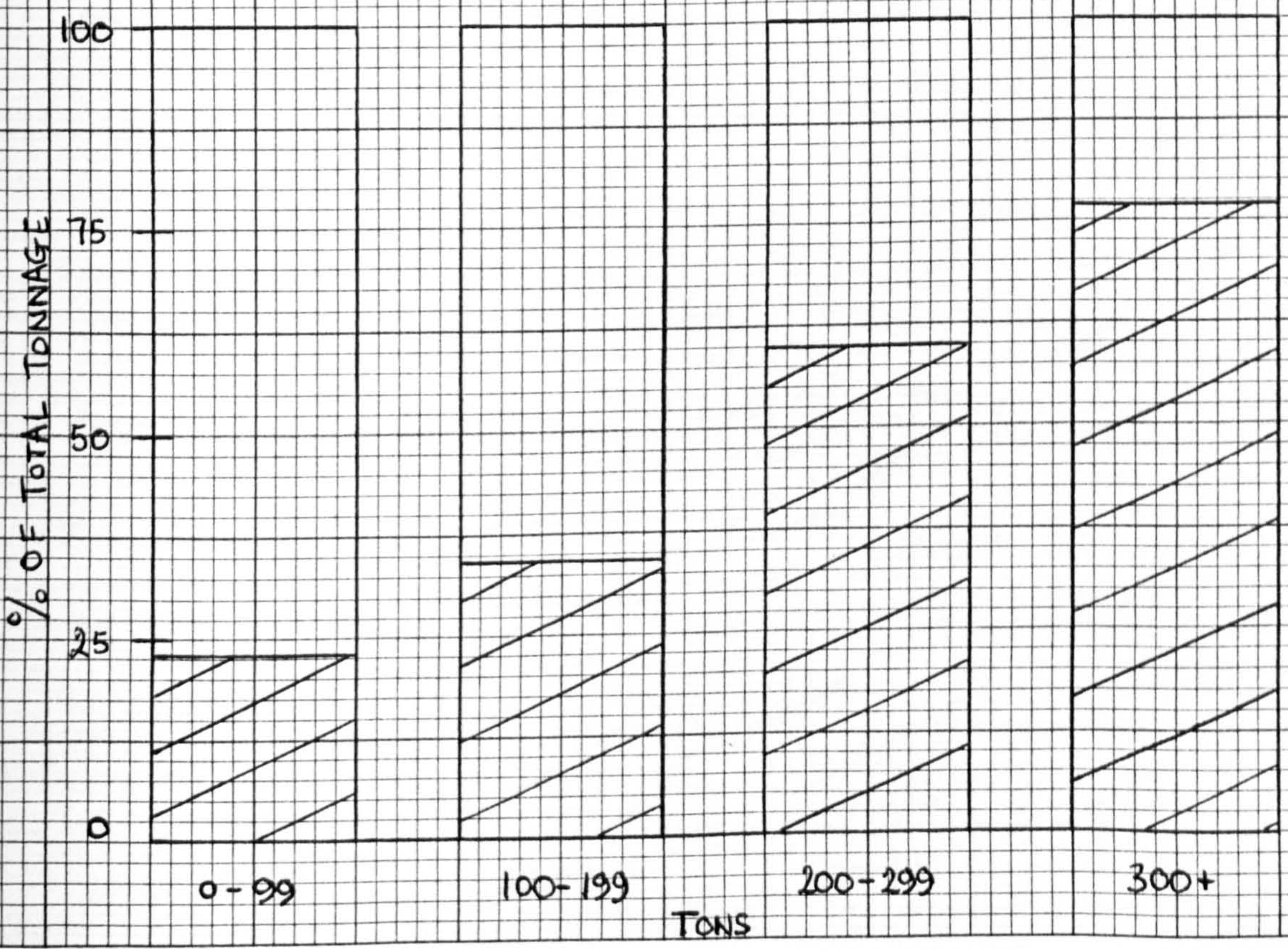
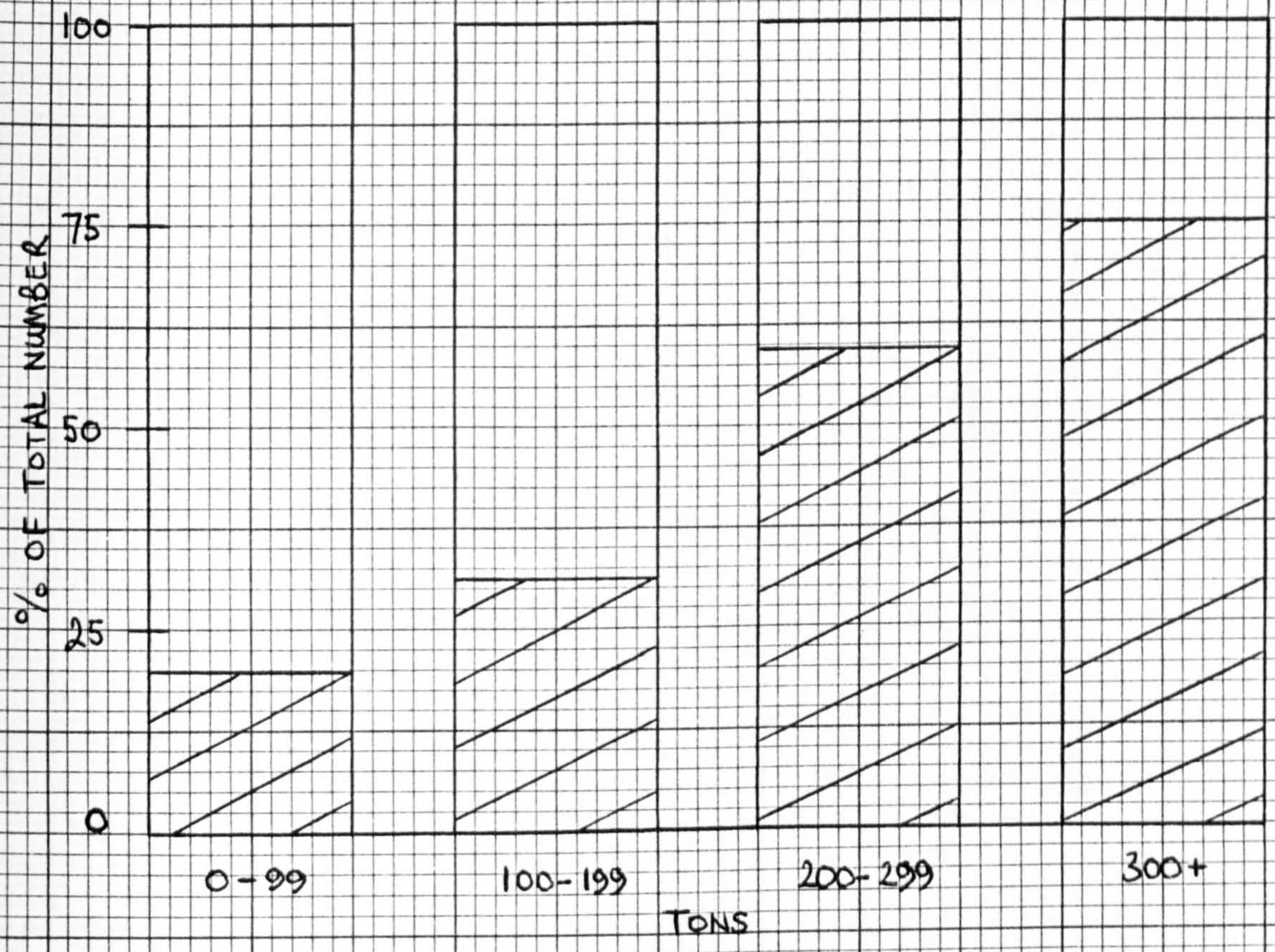




FIGURE 3.5: LONDON'S SHARE OF THE TOTAL NUMBER AND TONNAGE OF PRIVATEERS.

(i) MAXIMUM





(2) MINIMUM

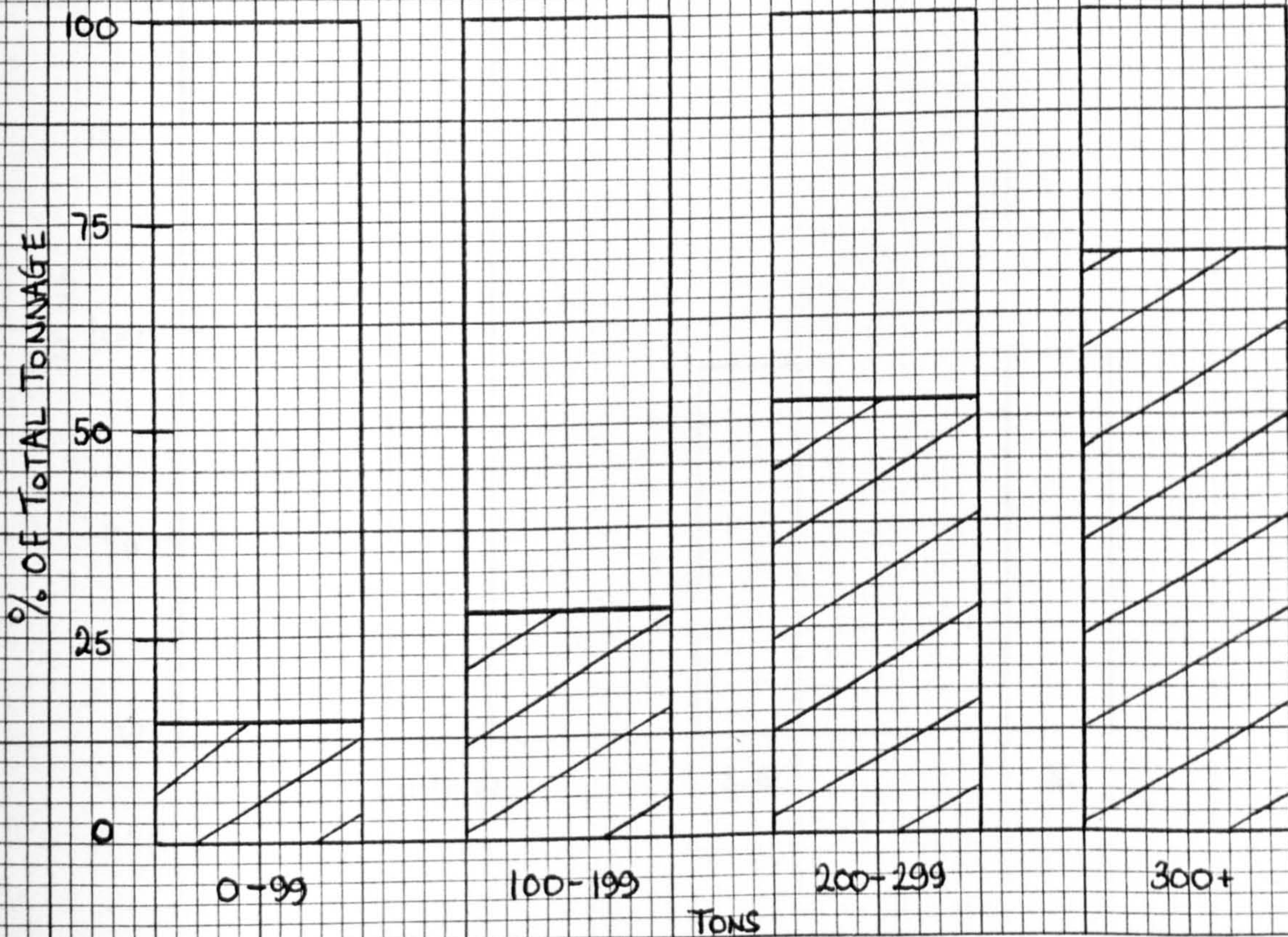
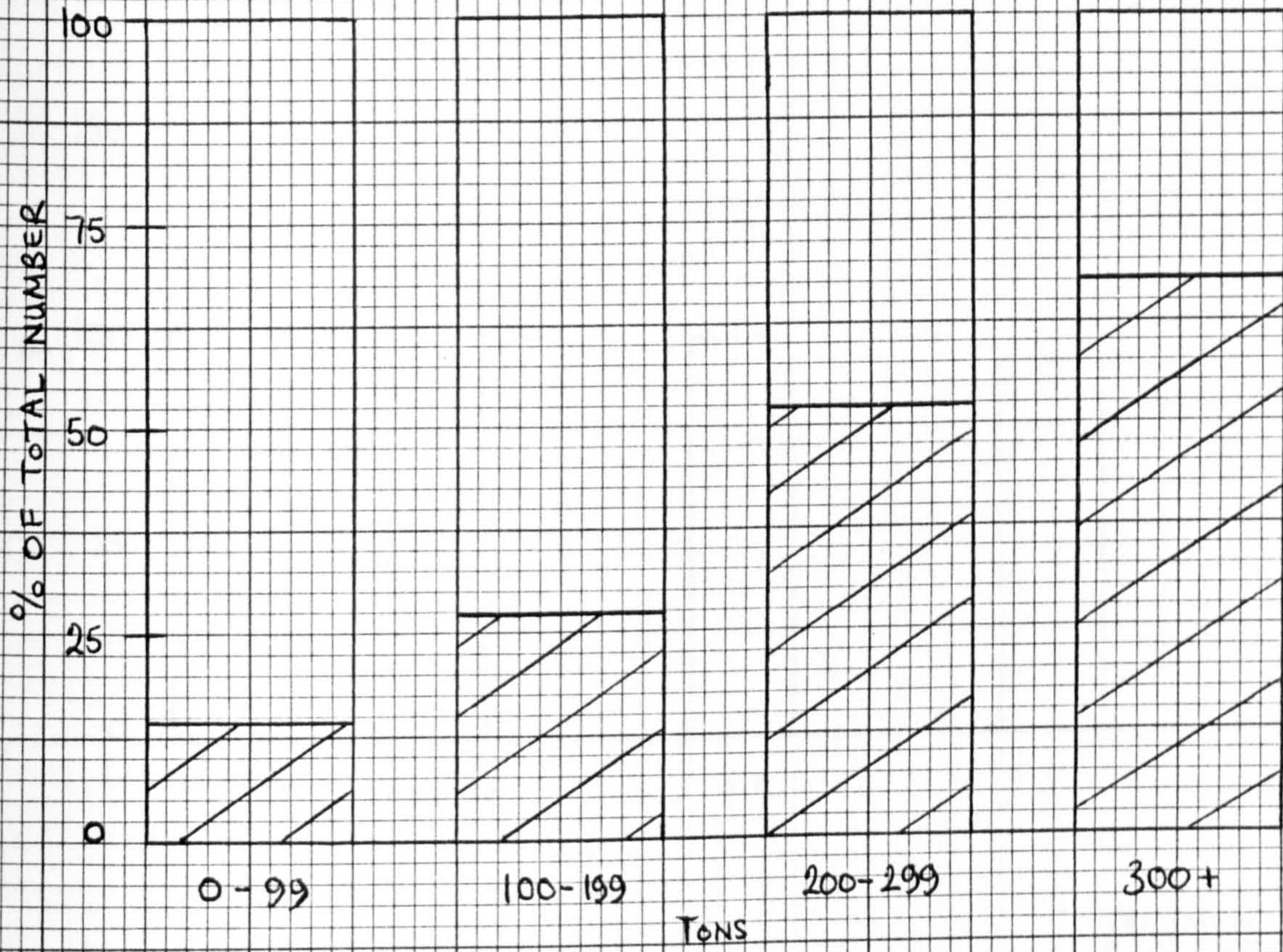




FIGURE 3.6: AVERAGE TONNAGE OF PRIVATEERS SET OUT BY THE LEADING REGIONS.

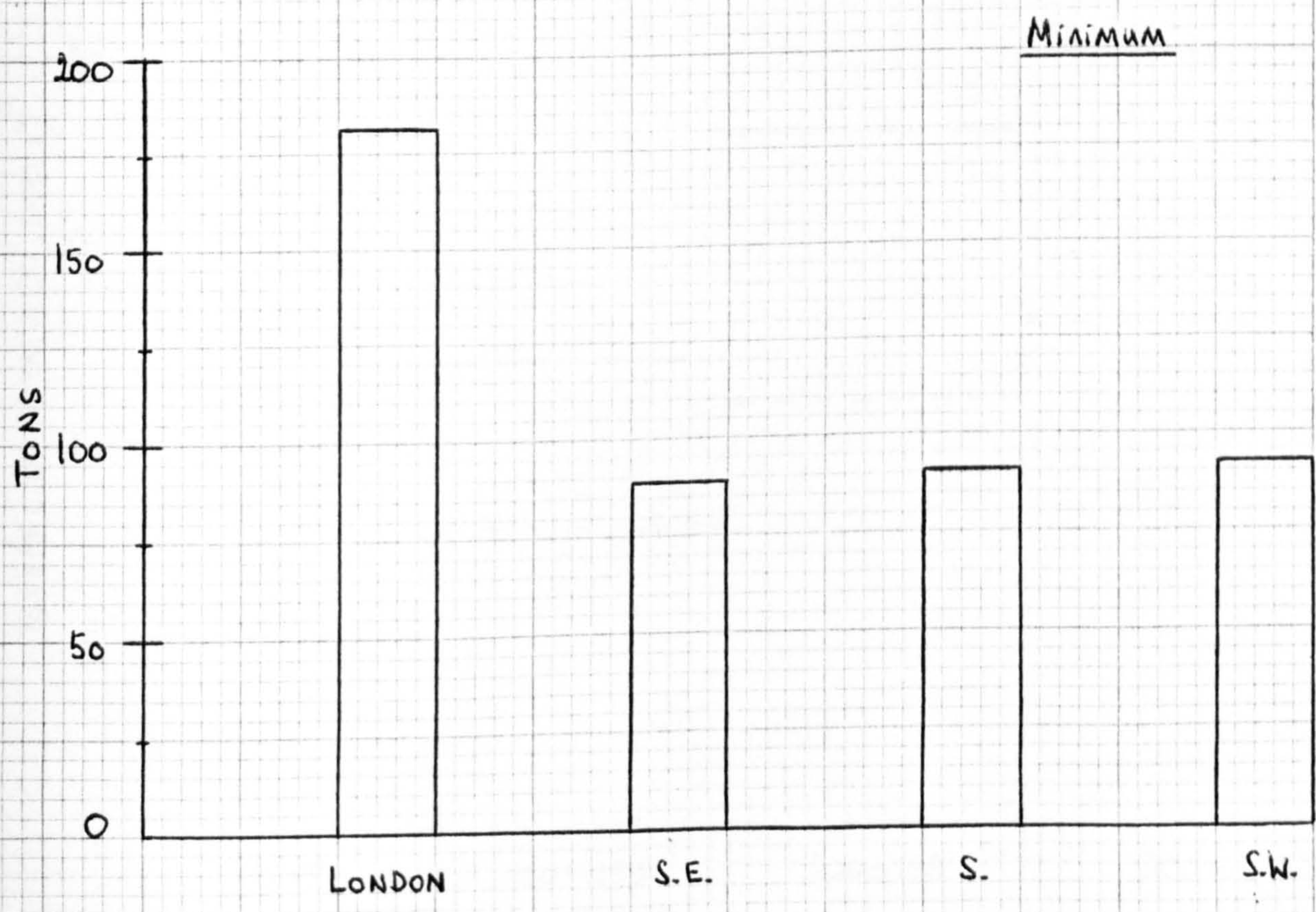
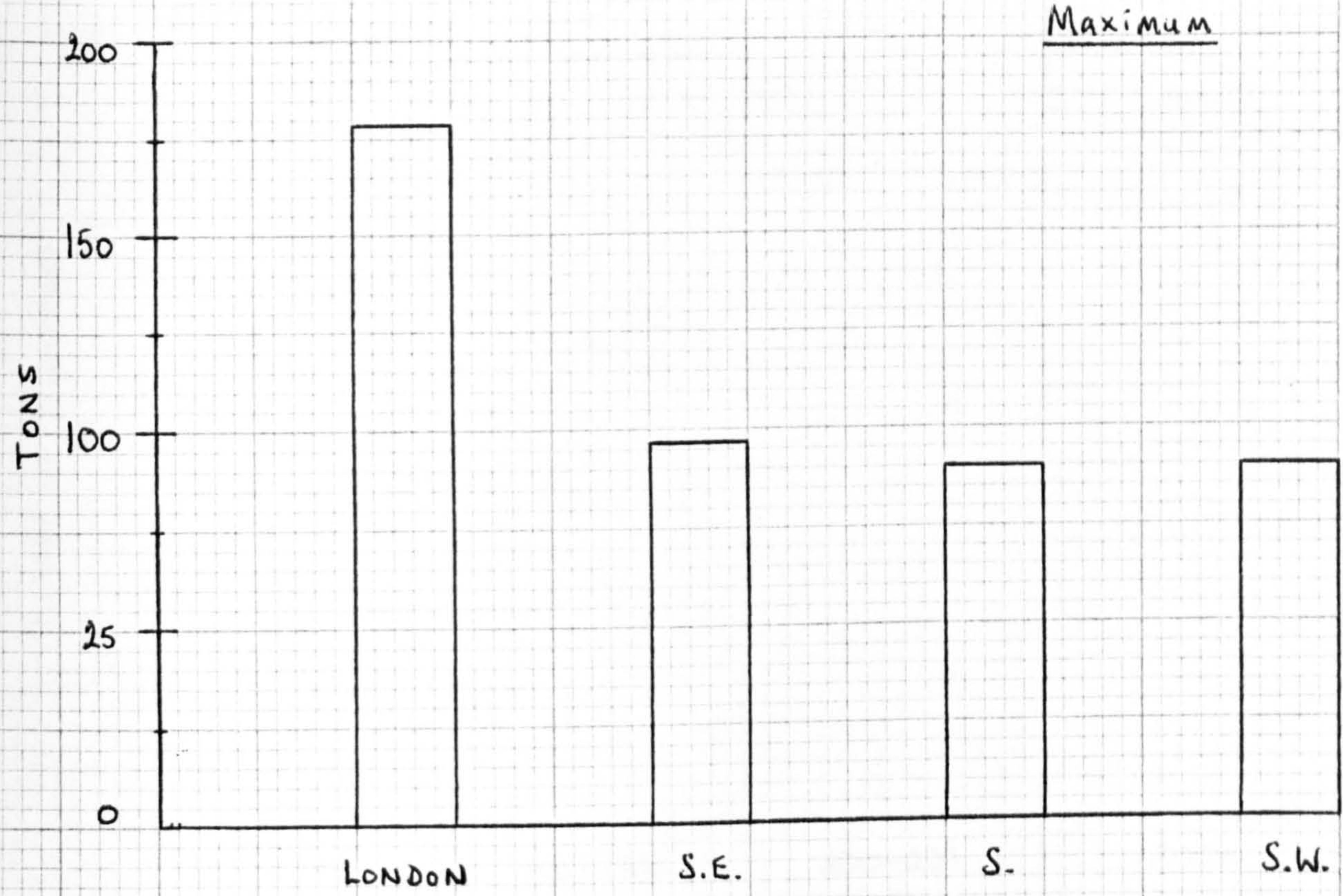
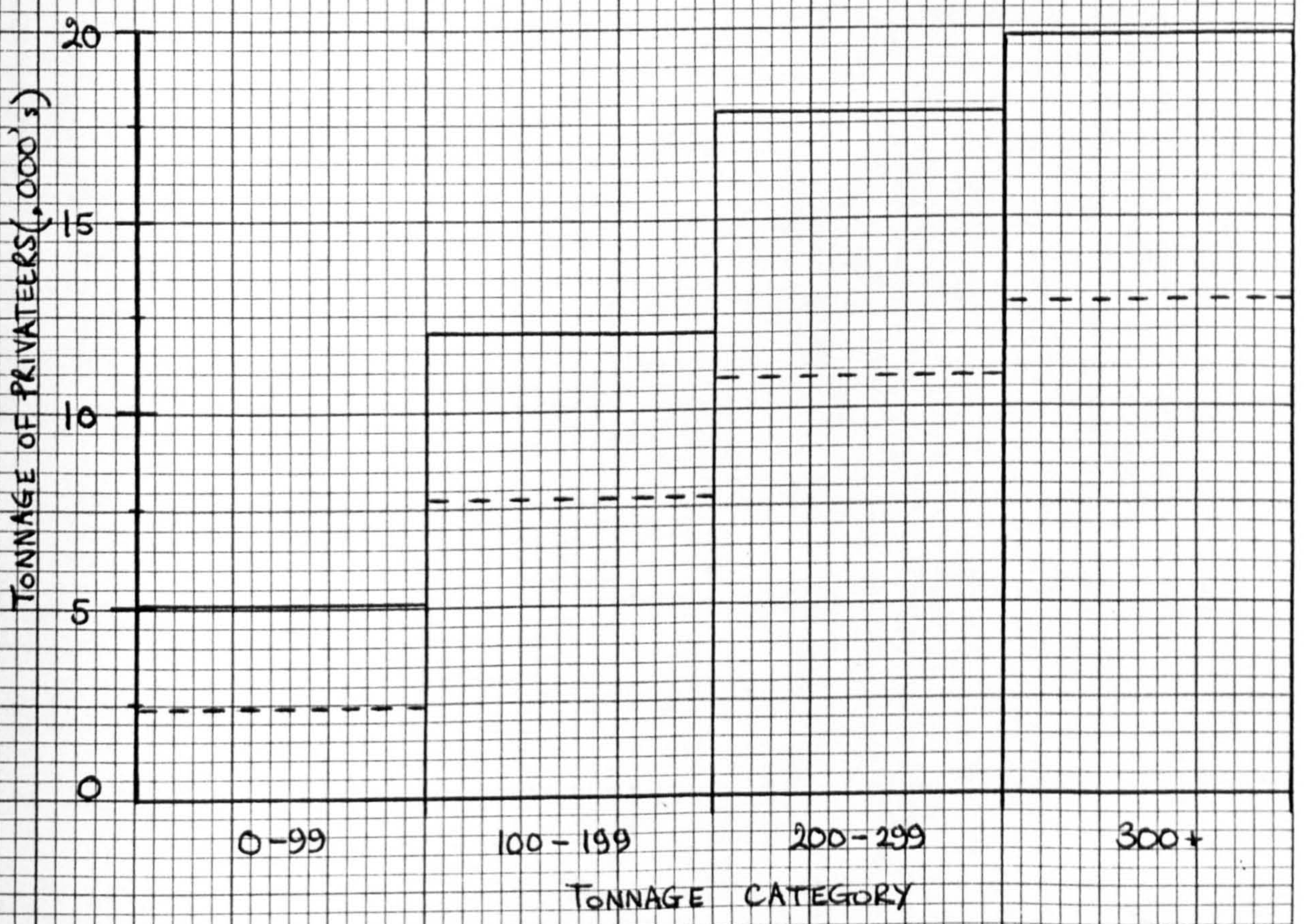




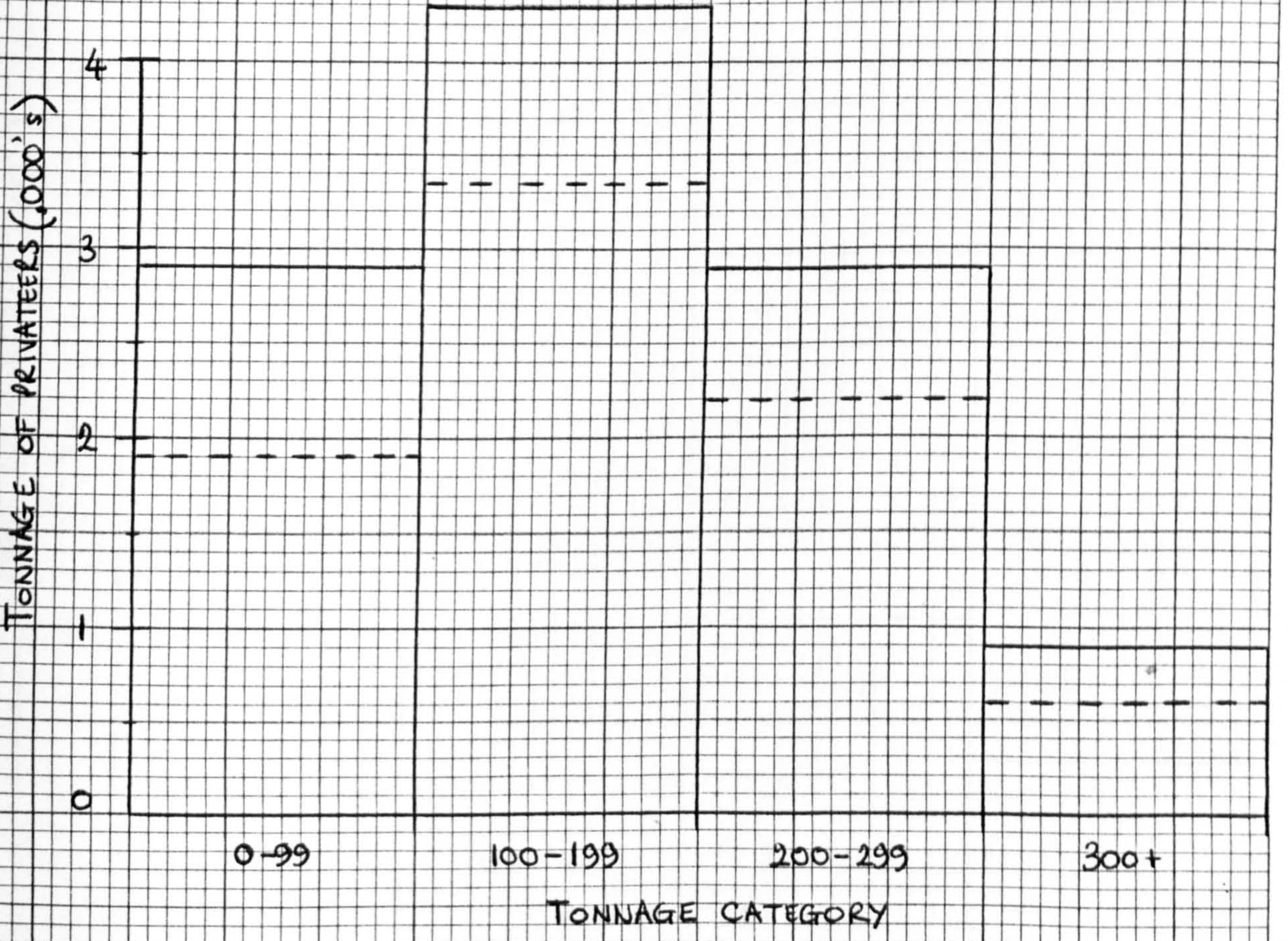
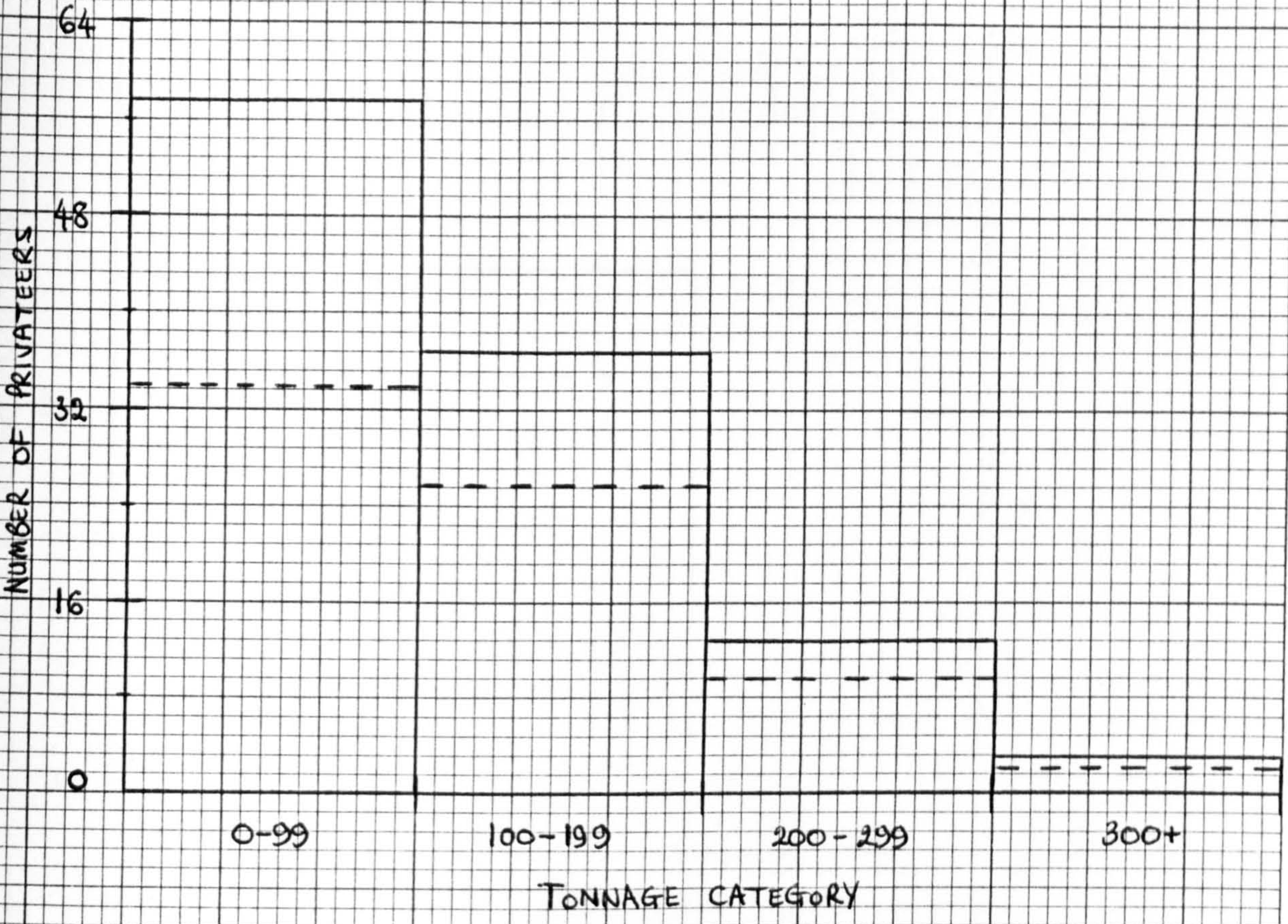
FIGURE 3.7: TONNAGE DISTRIBUTIONS OF PRIVATEERS FOR THE LEADING PORTS ACCORDING TO NUMBER AND TONS BURDEN.

(1) London



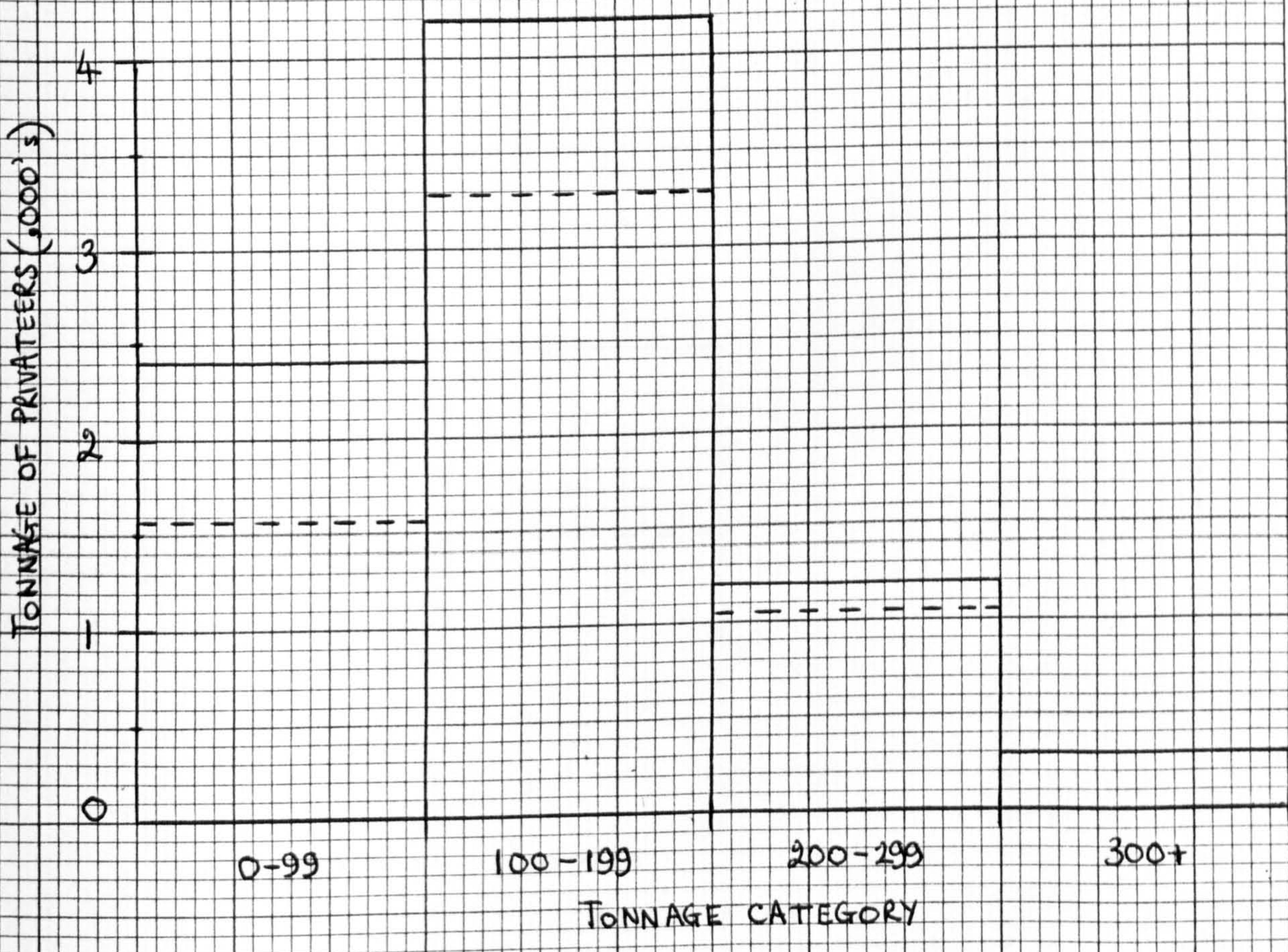
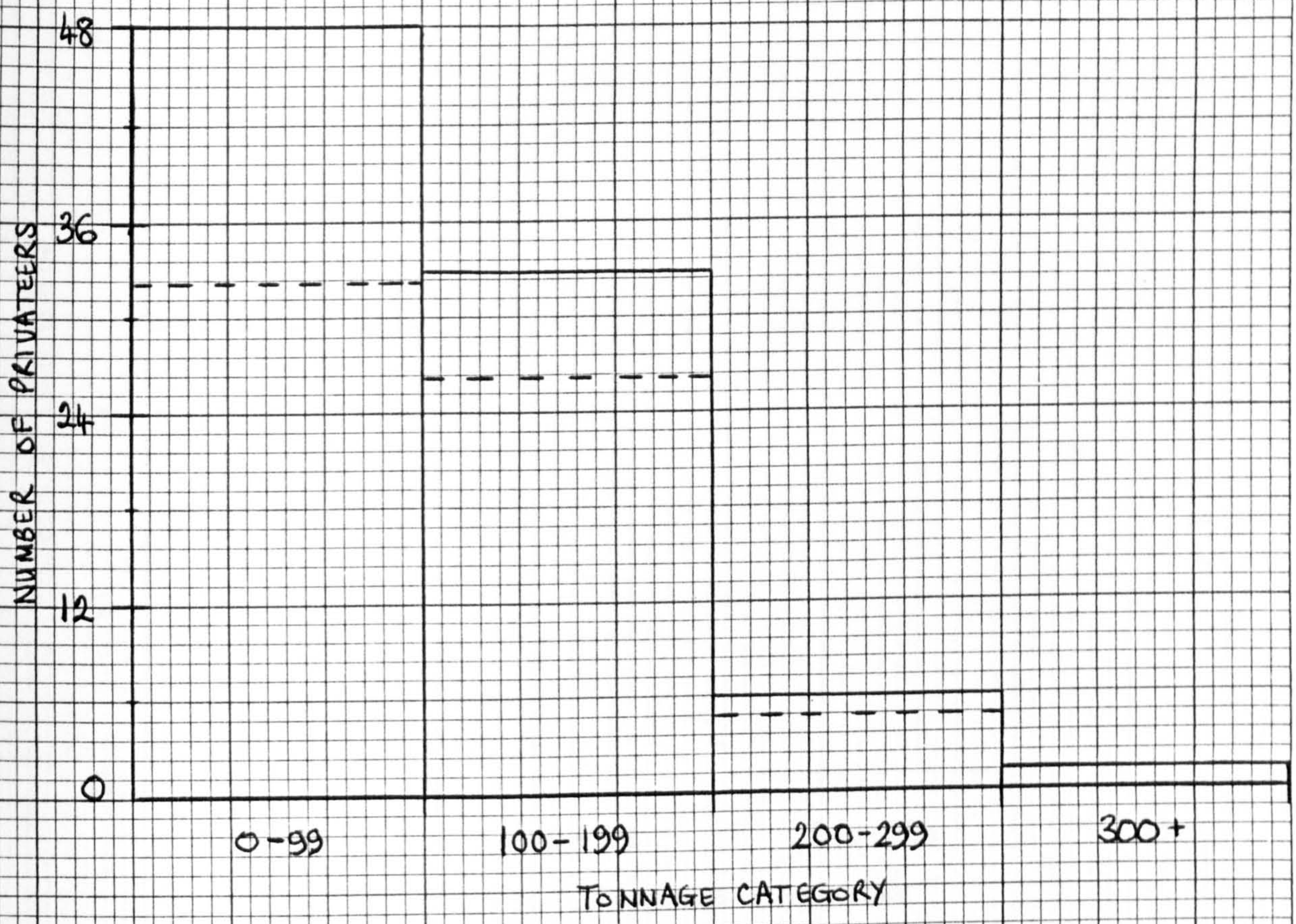


(2) Bristol



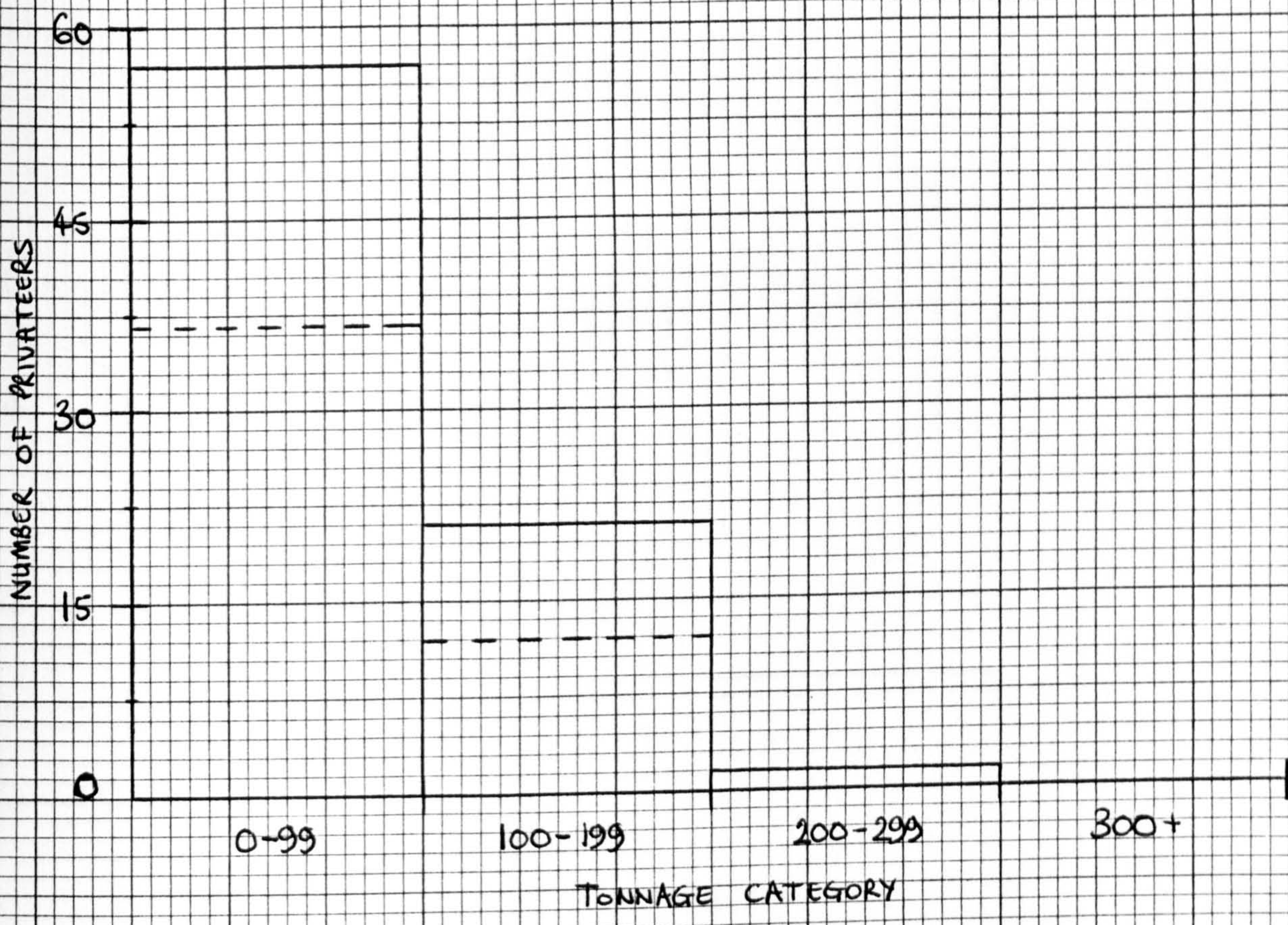


(3) Plymouth



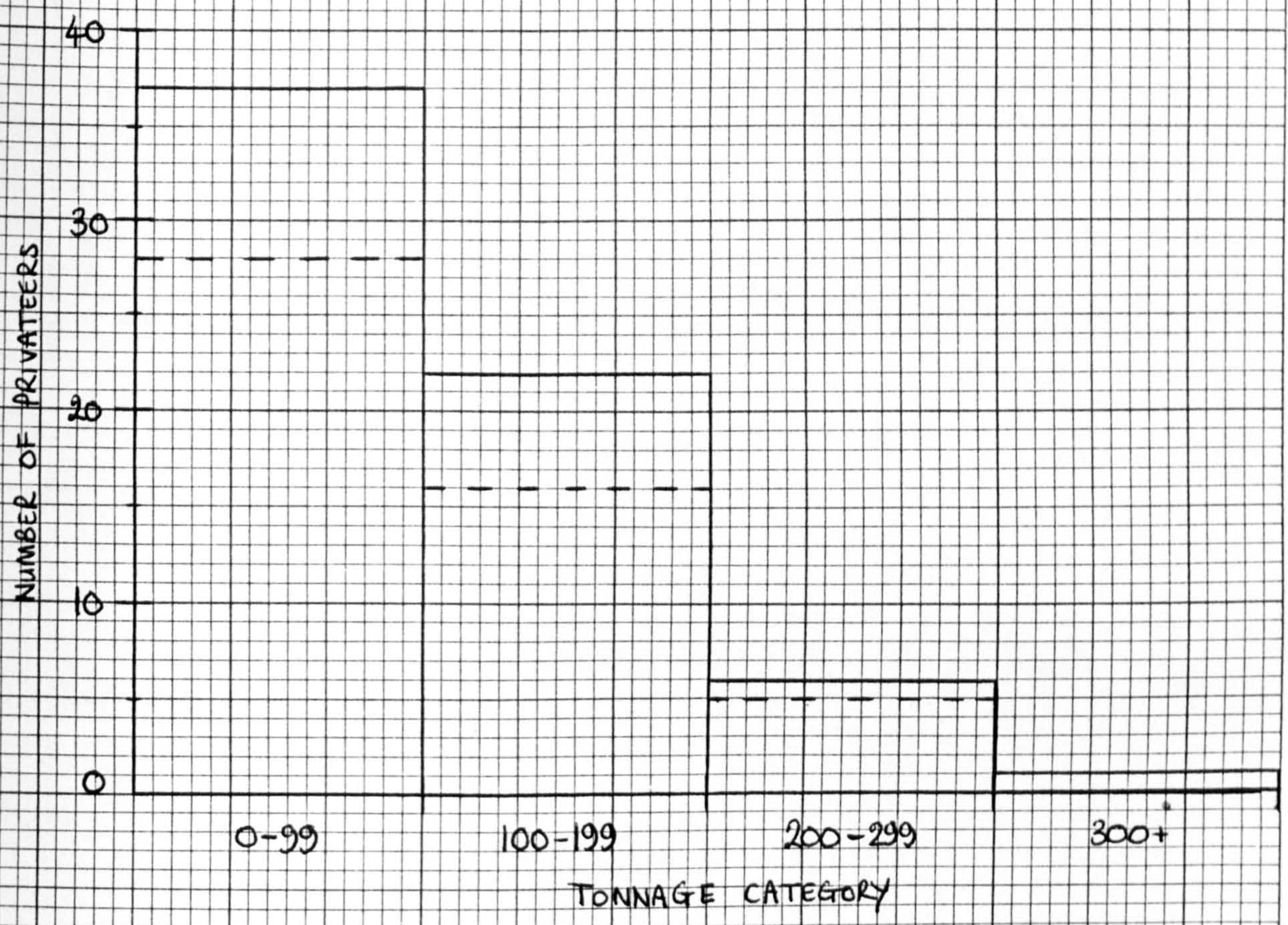


(4) Weymouth





(5) Dartmouth





(G) Exeter

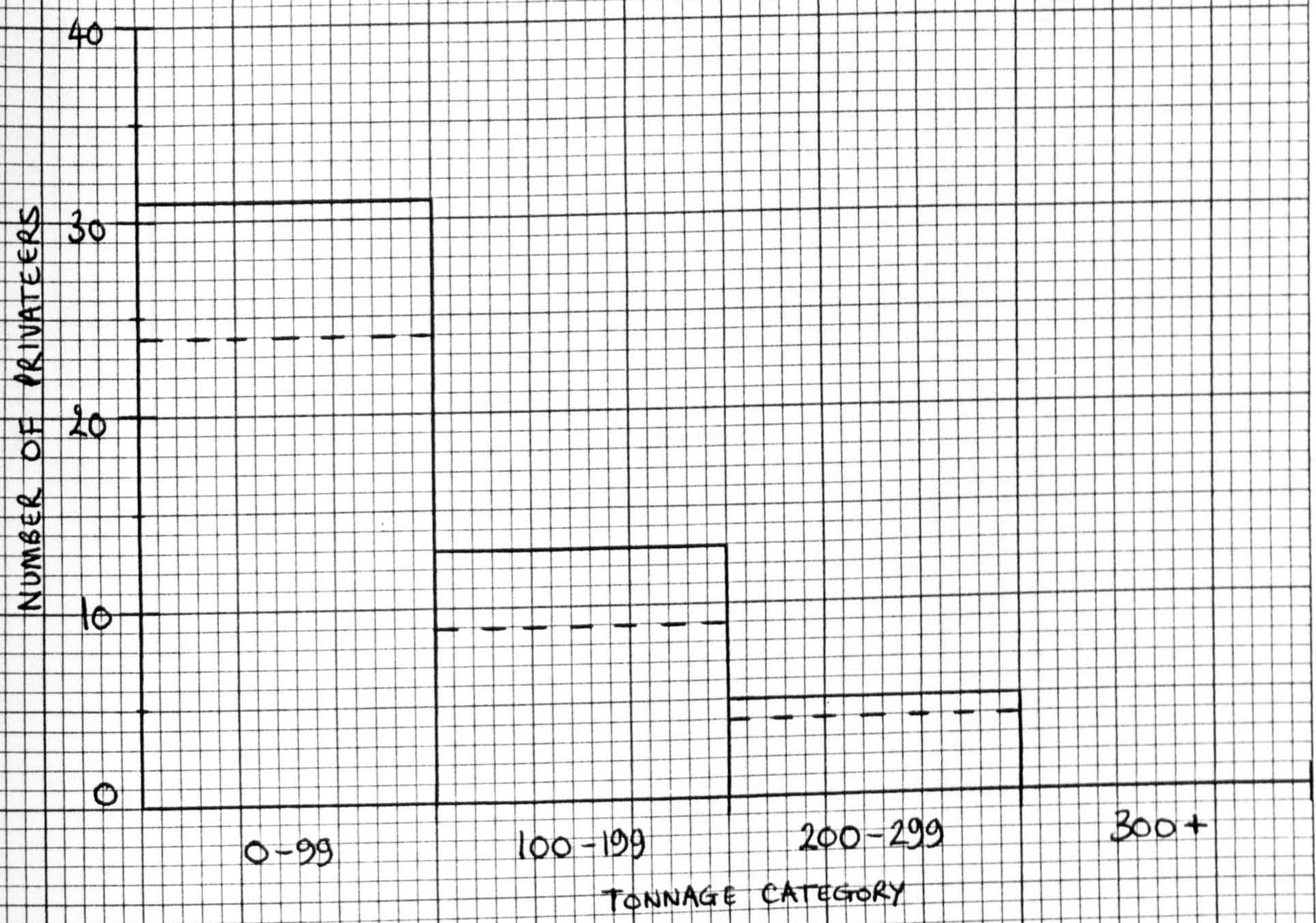
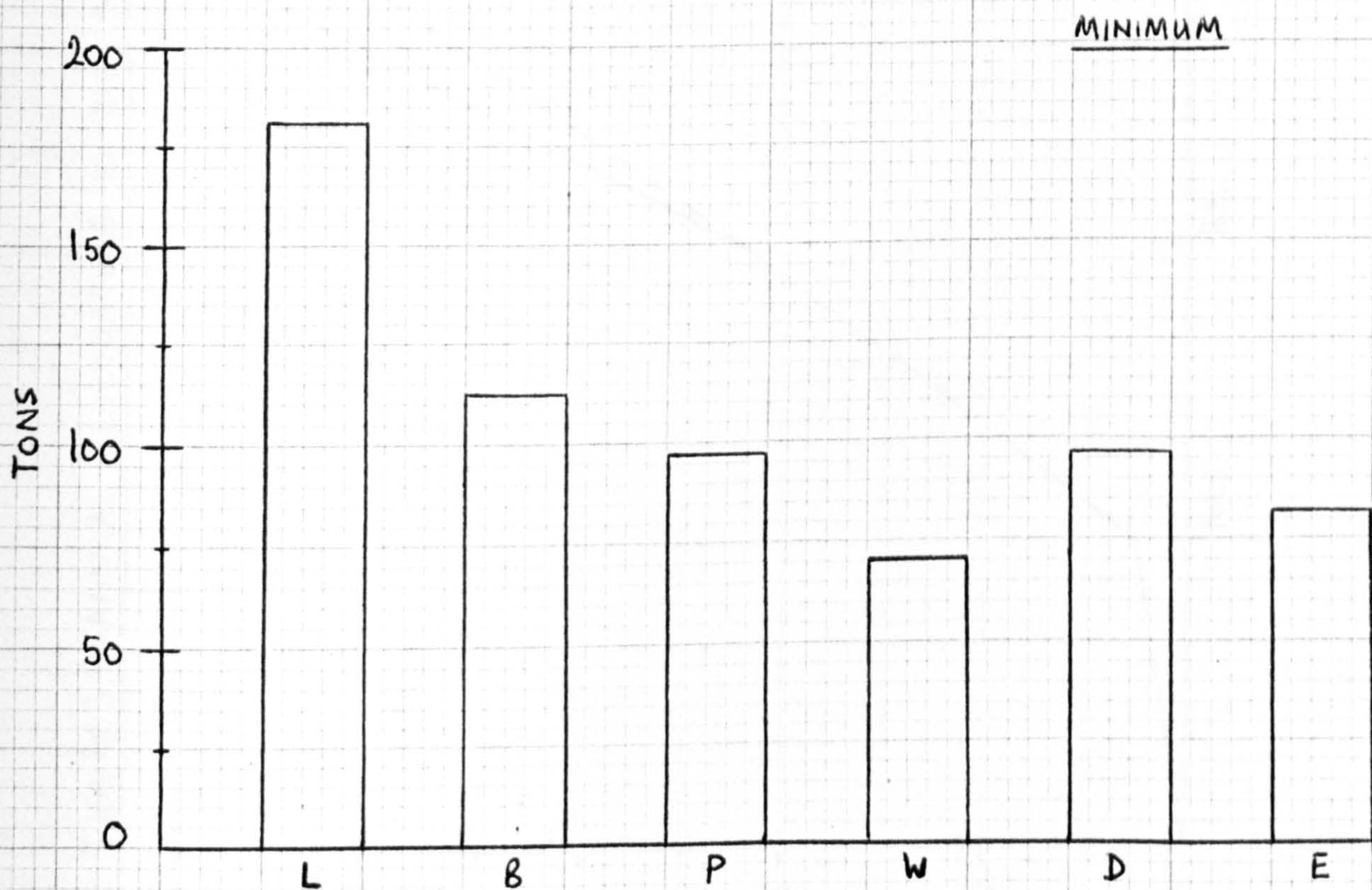
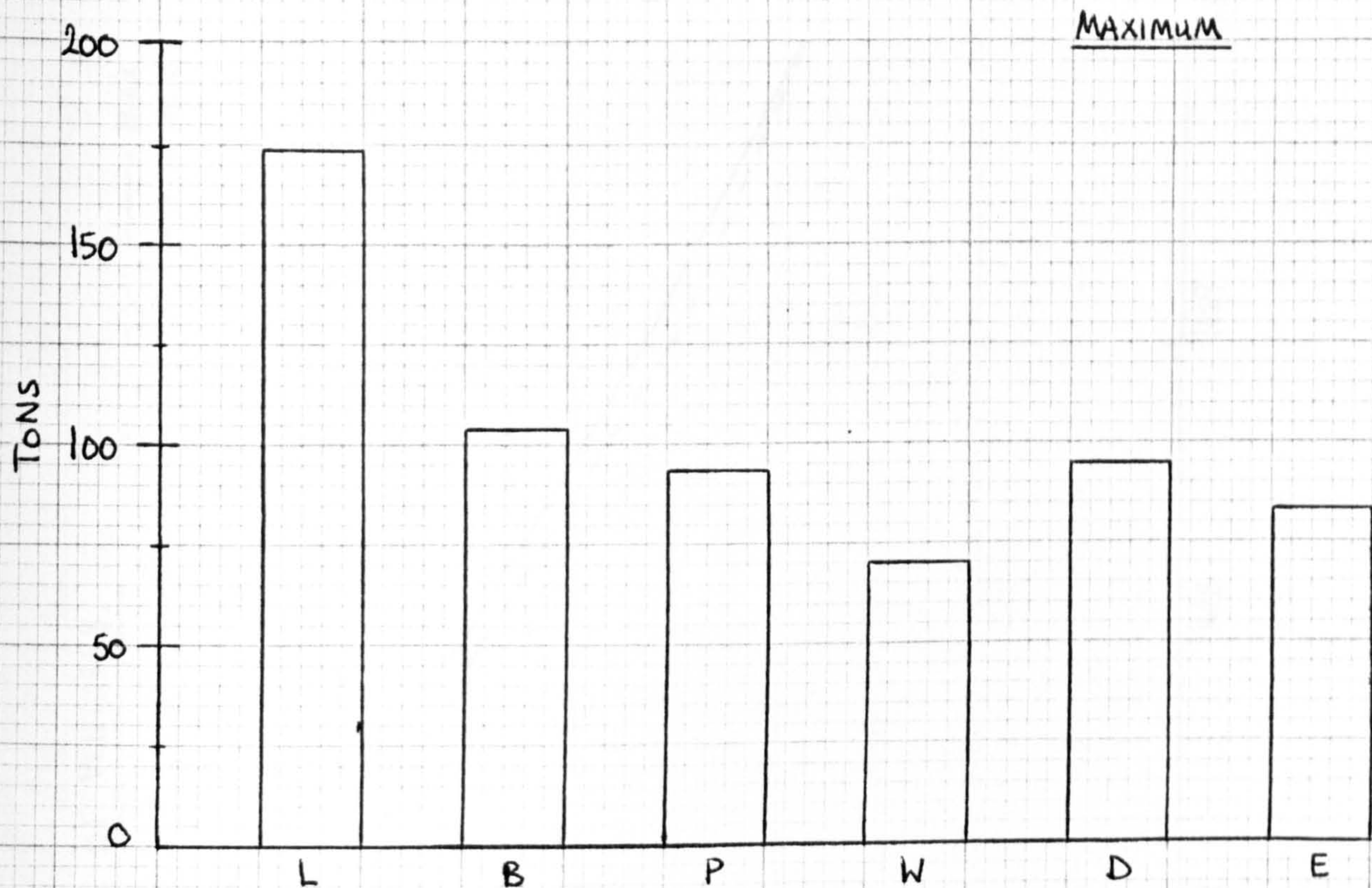




FIGURE 3.8 - AVERAGE TONNAGE OF PRIVATEERS SET OUT BY THE LEADING PORTS.



L = LONDON ; B = BRISTOL ; P = PLYMOUTH  
 W = WEYMOUTH ; D = DARTMOUTH ; E = EXETER.



FIGURE 3.9: ANNUAL FLUCTUATIONS IN THE NUMBER OF VENTURES.

MAX.  
MIN.

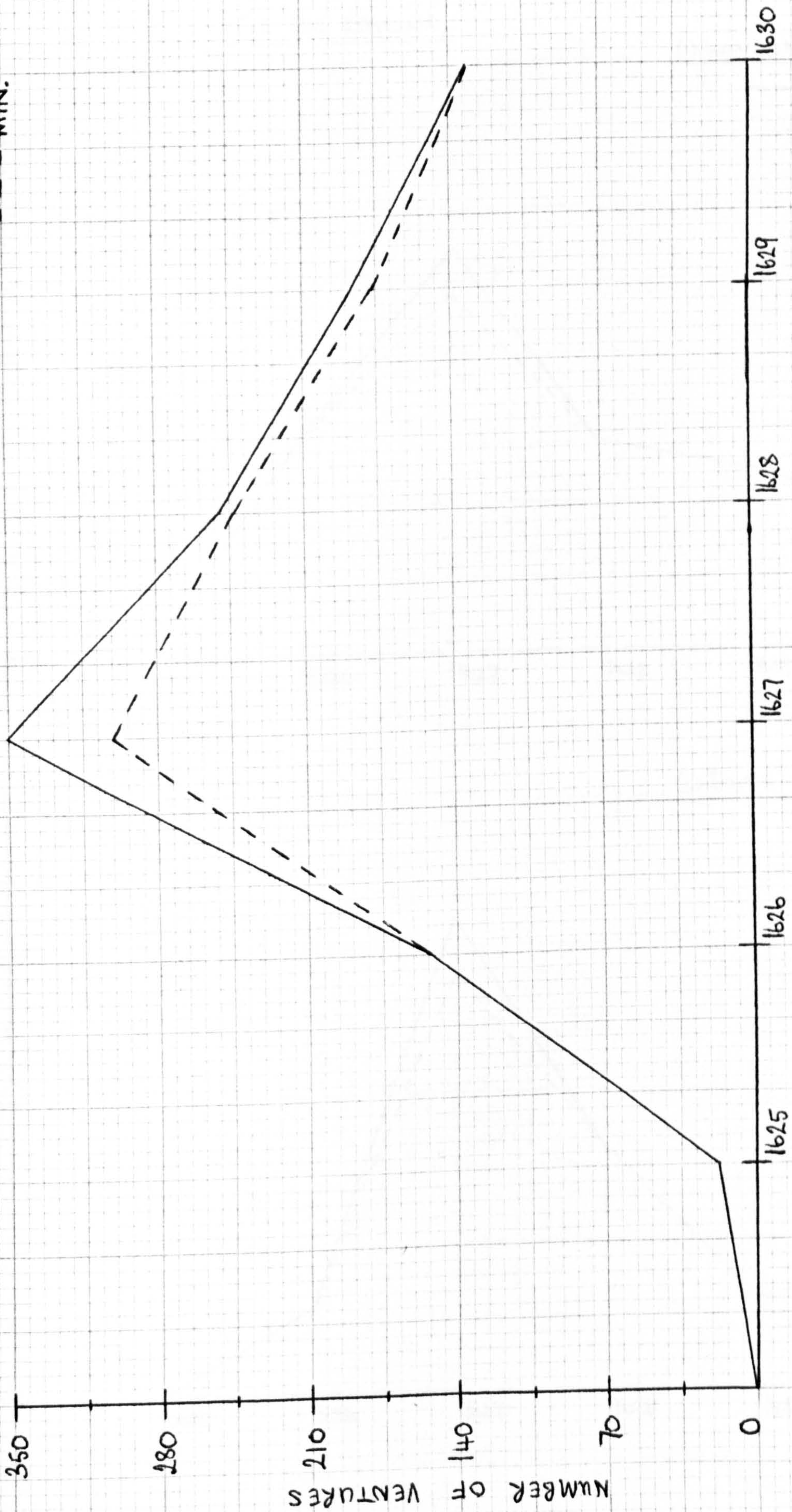
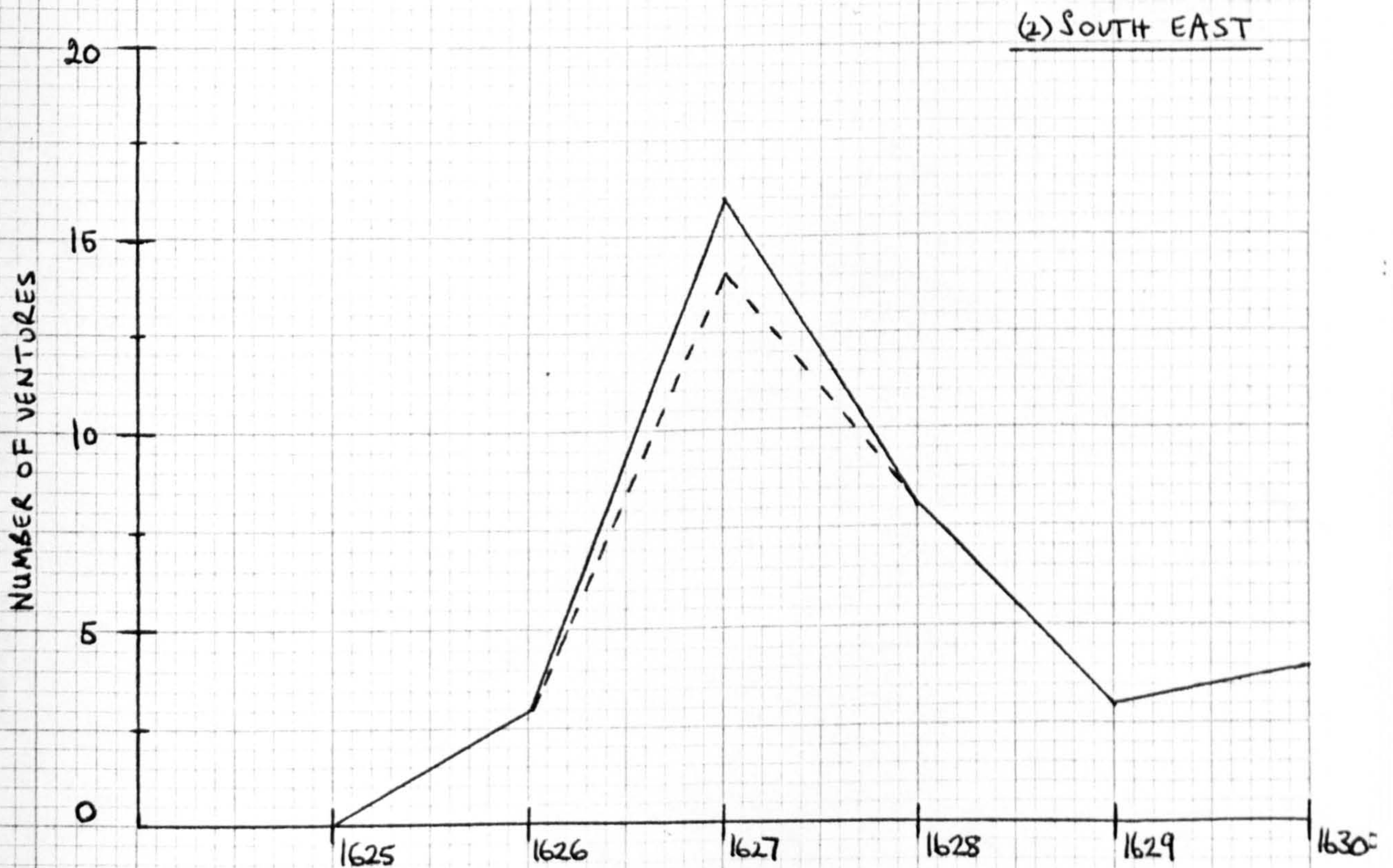
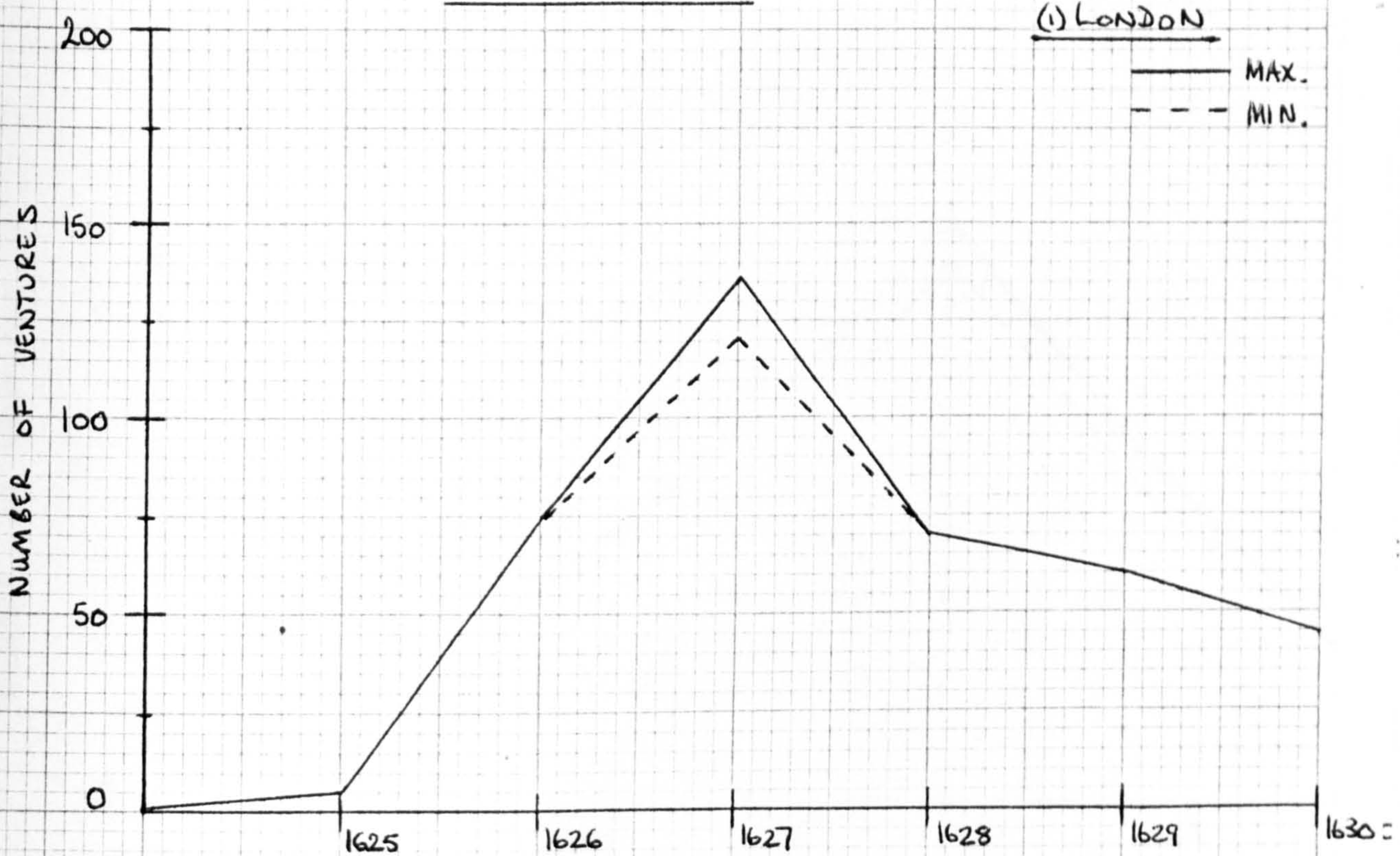




FIGURE 3.10=ANNUAL FLUCTUATIONS IN THE NUMBER OF VENTURES  
FOR THE REGIONS.





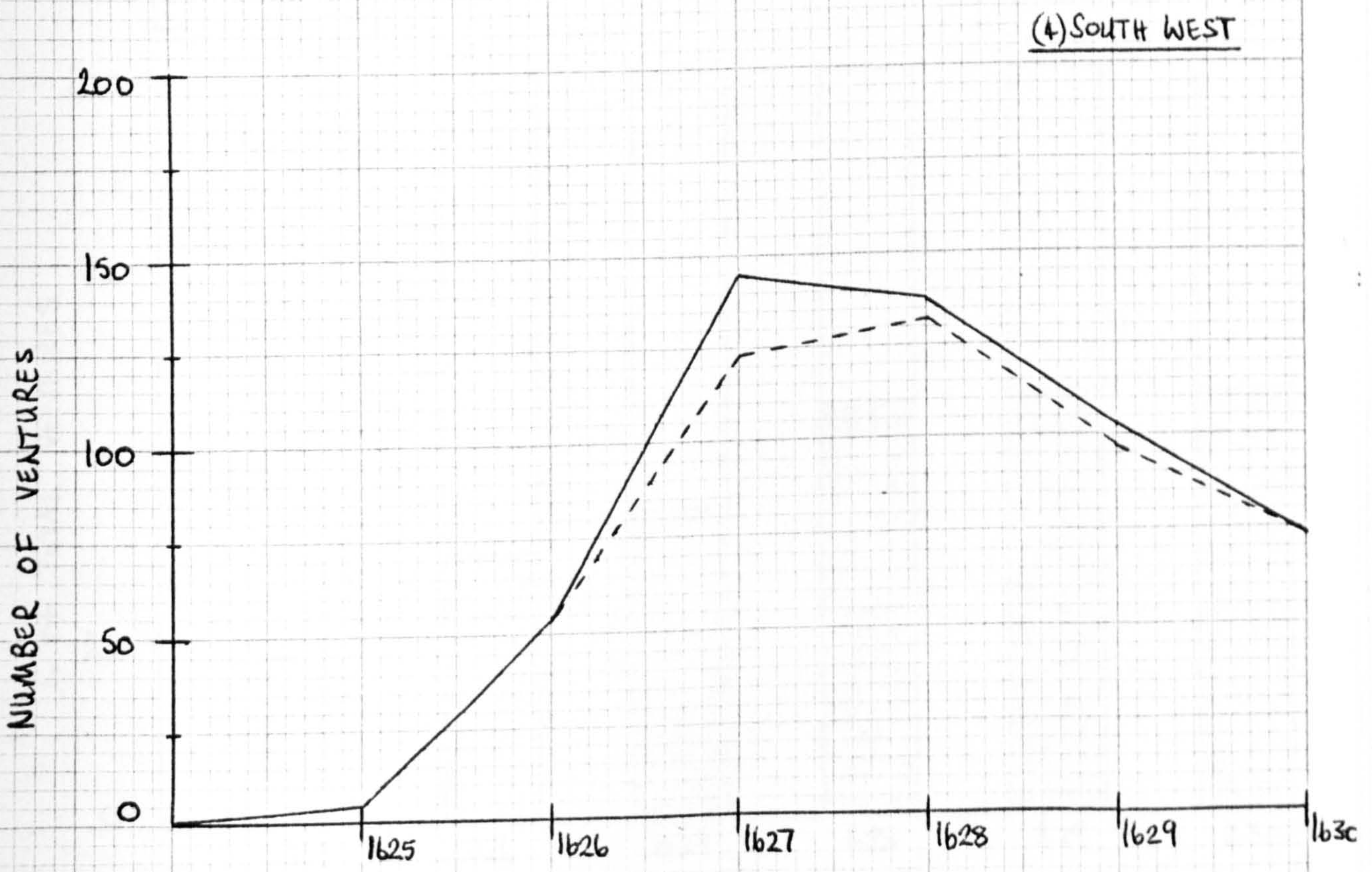
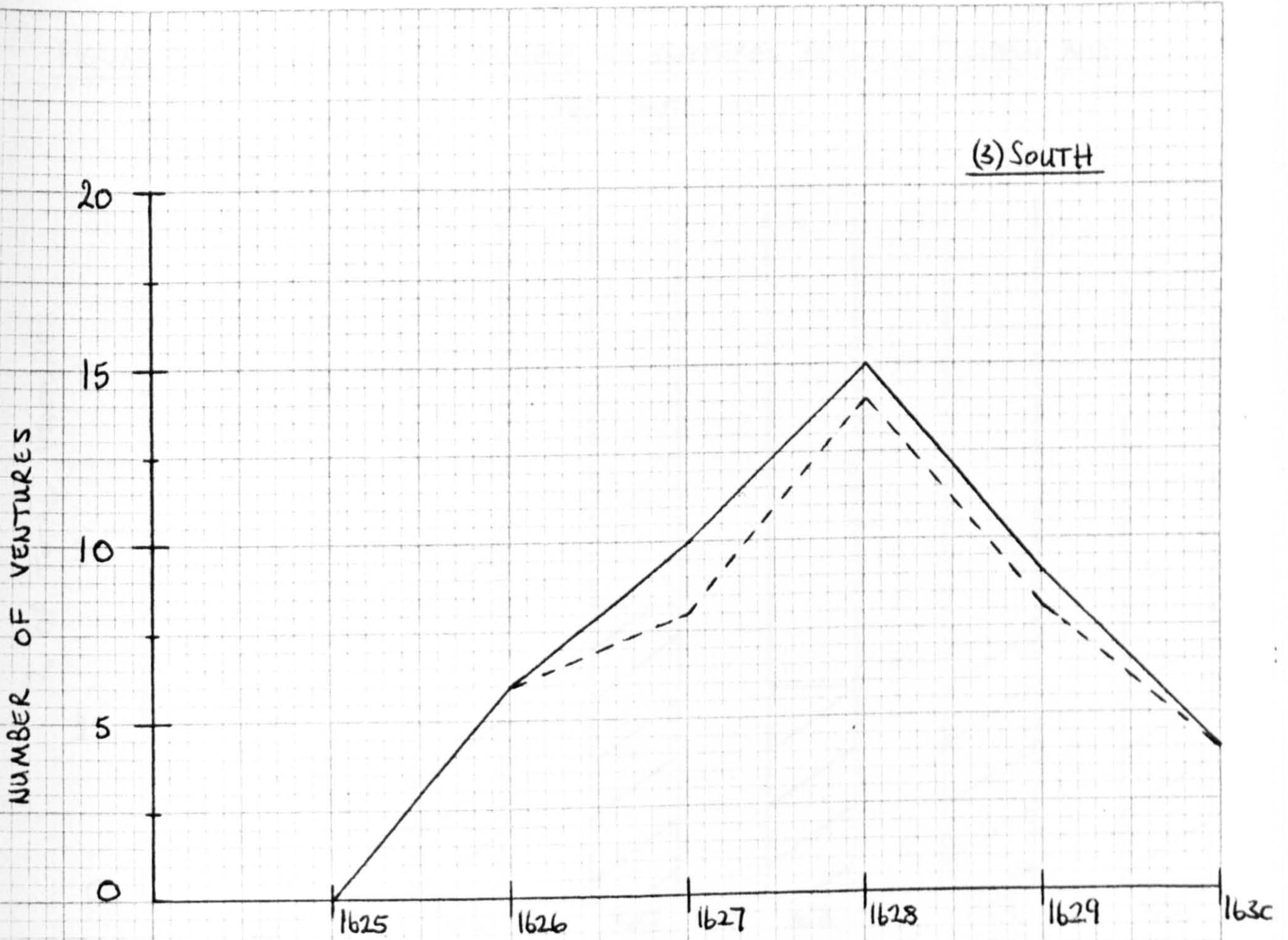
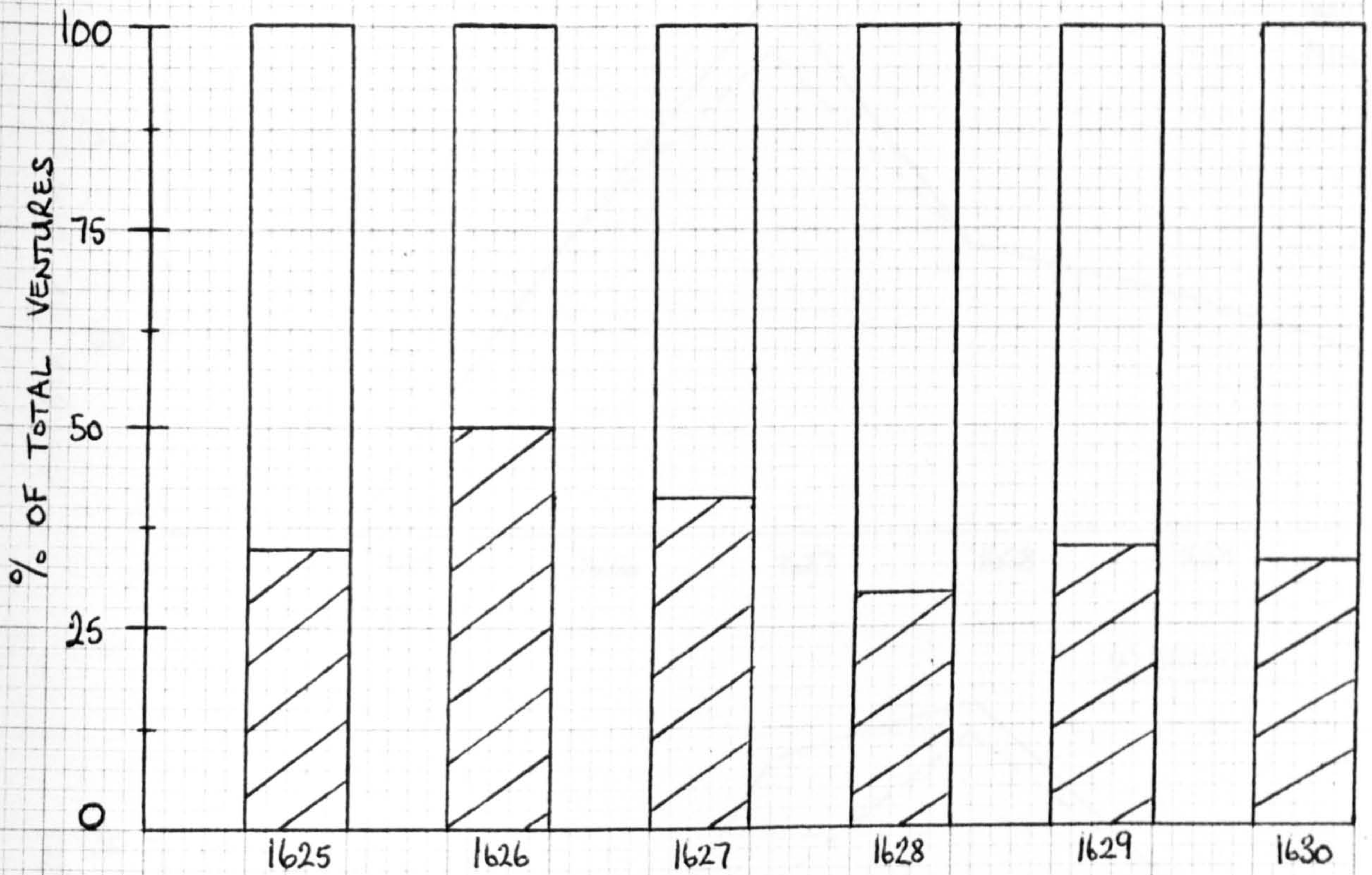




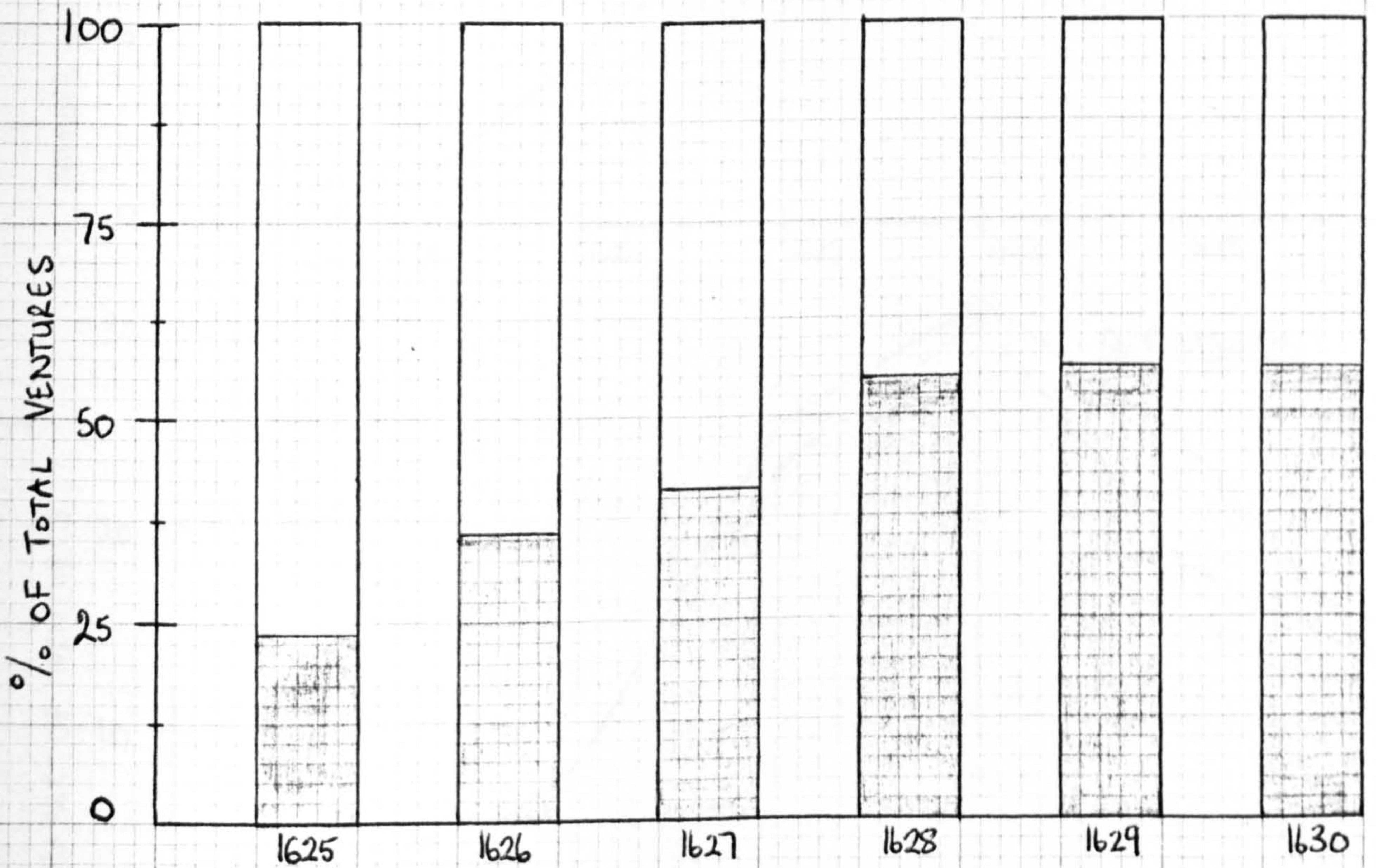
FIGURE 3.11 = COMPARISON OF NUMBER OF VENTURES BETWEEN LONDON AND

THE SOUTH WEST.

(1) LONDON



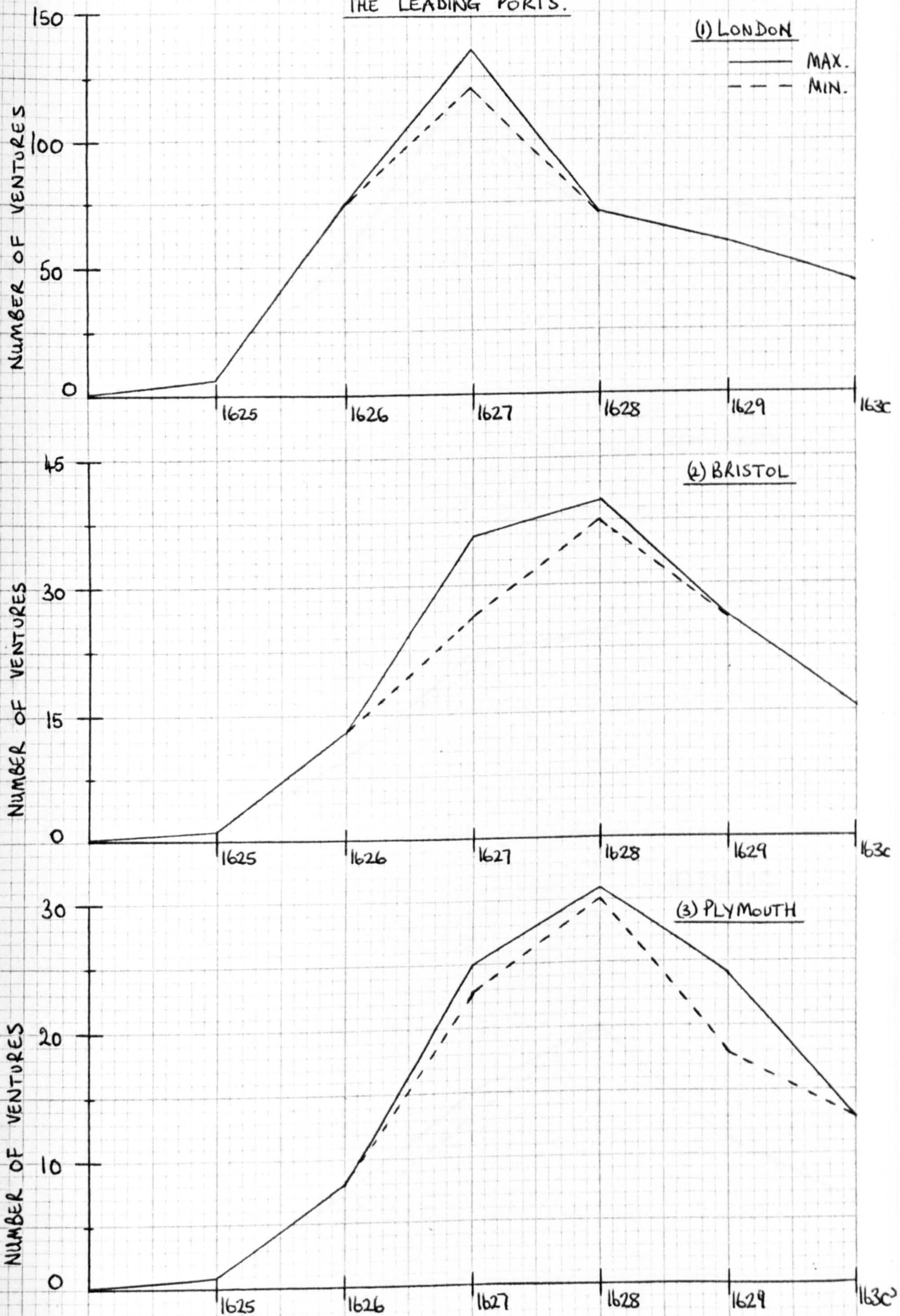
(2) SOUTH WEST



(TO THE NEAREST 2.5%)



FIGURE 3.12 = ANNUAL FLUCTUATIONS IN THE NUMBER OF VENTURES FOR  
THE LEADING PORTS.





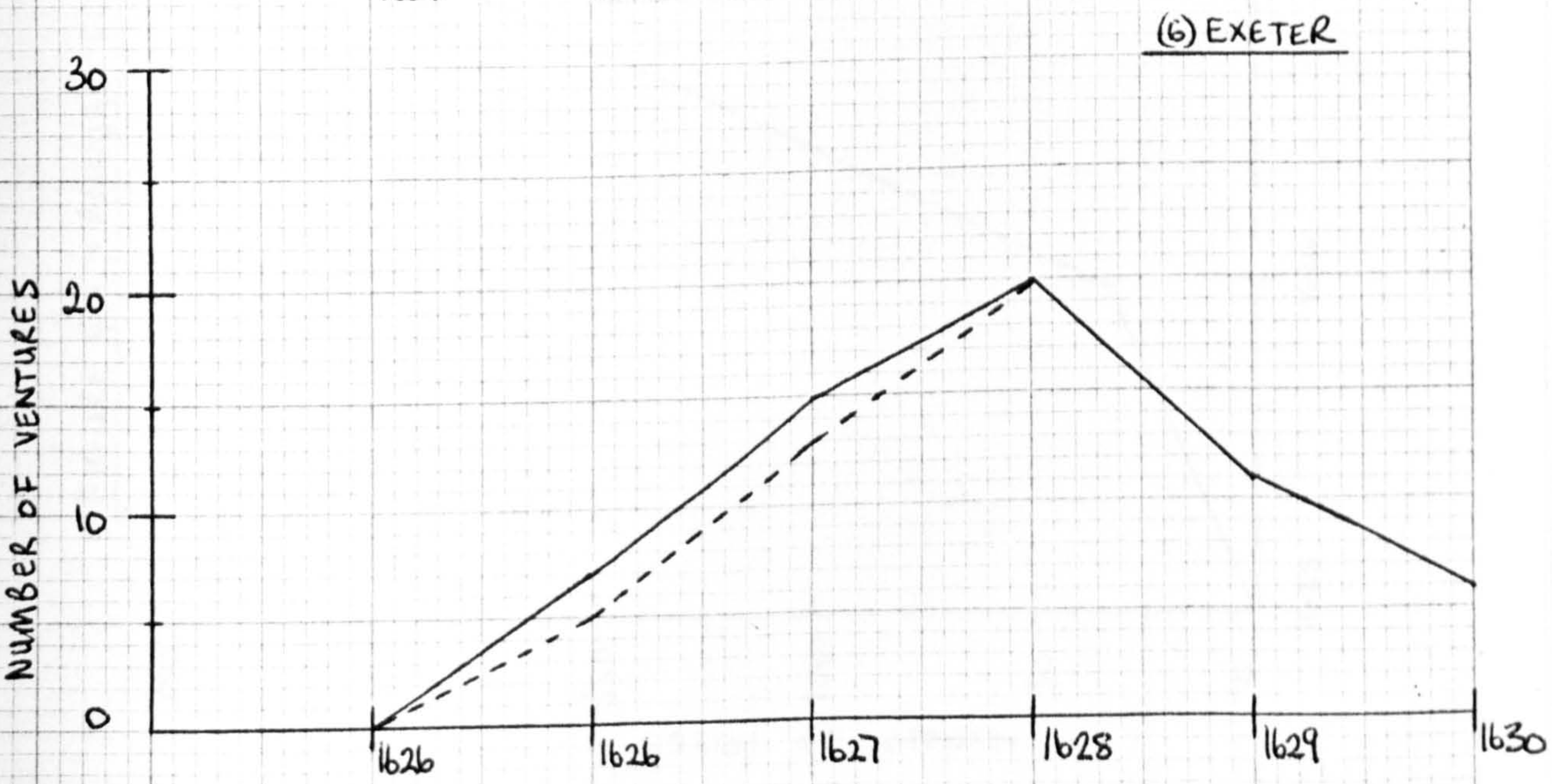
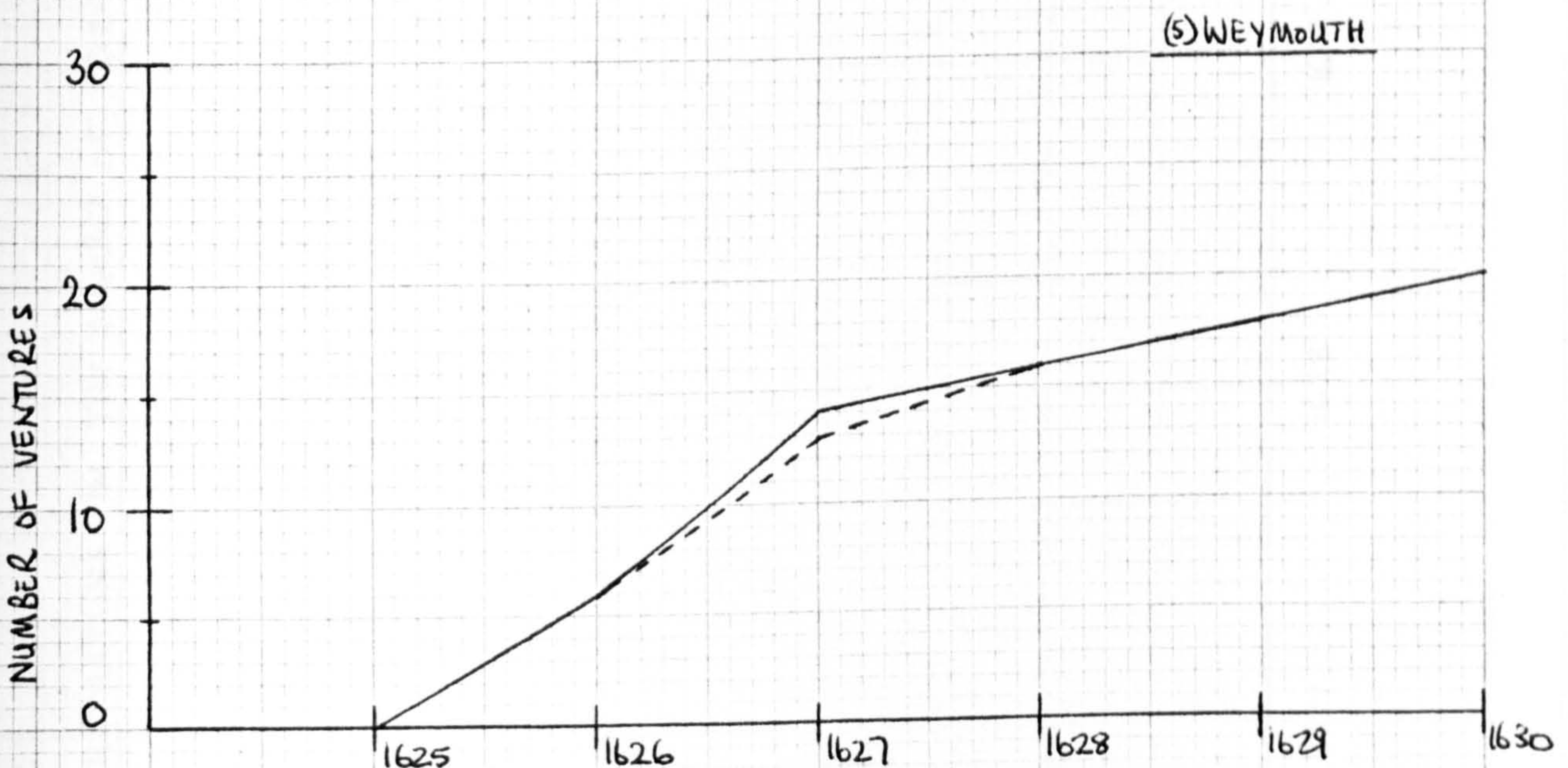
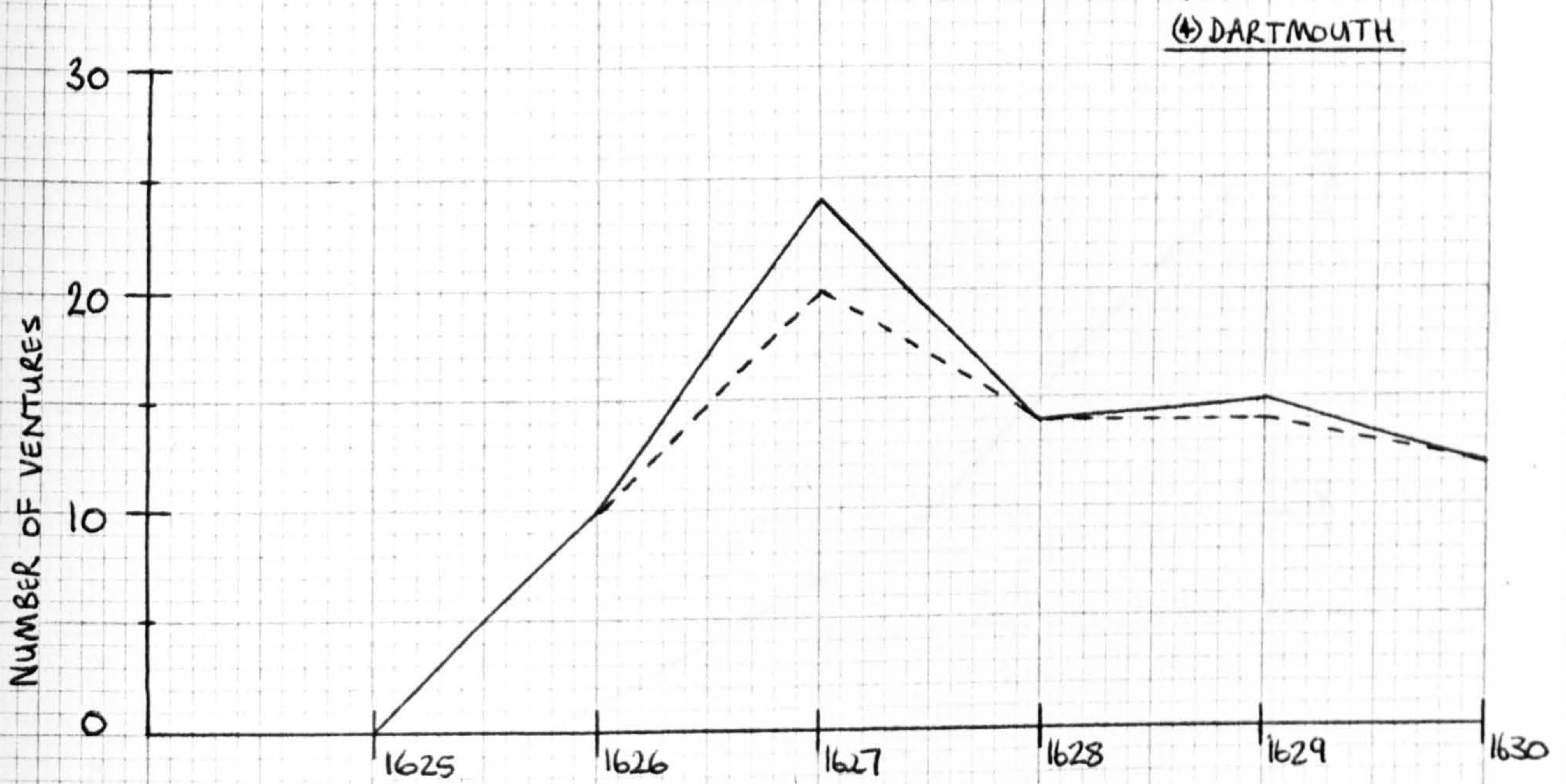




FIGURE 4.1 : ANNUAL FLUCTUATIONS IN THE NUMBER OF PRIZES.

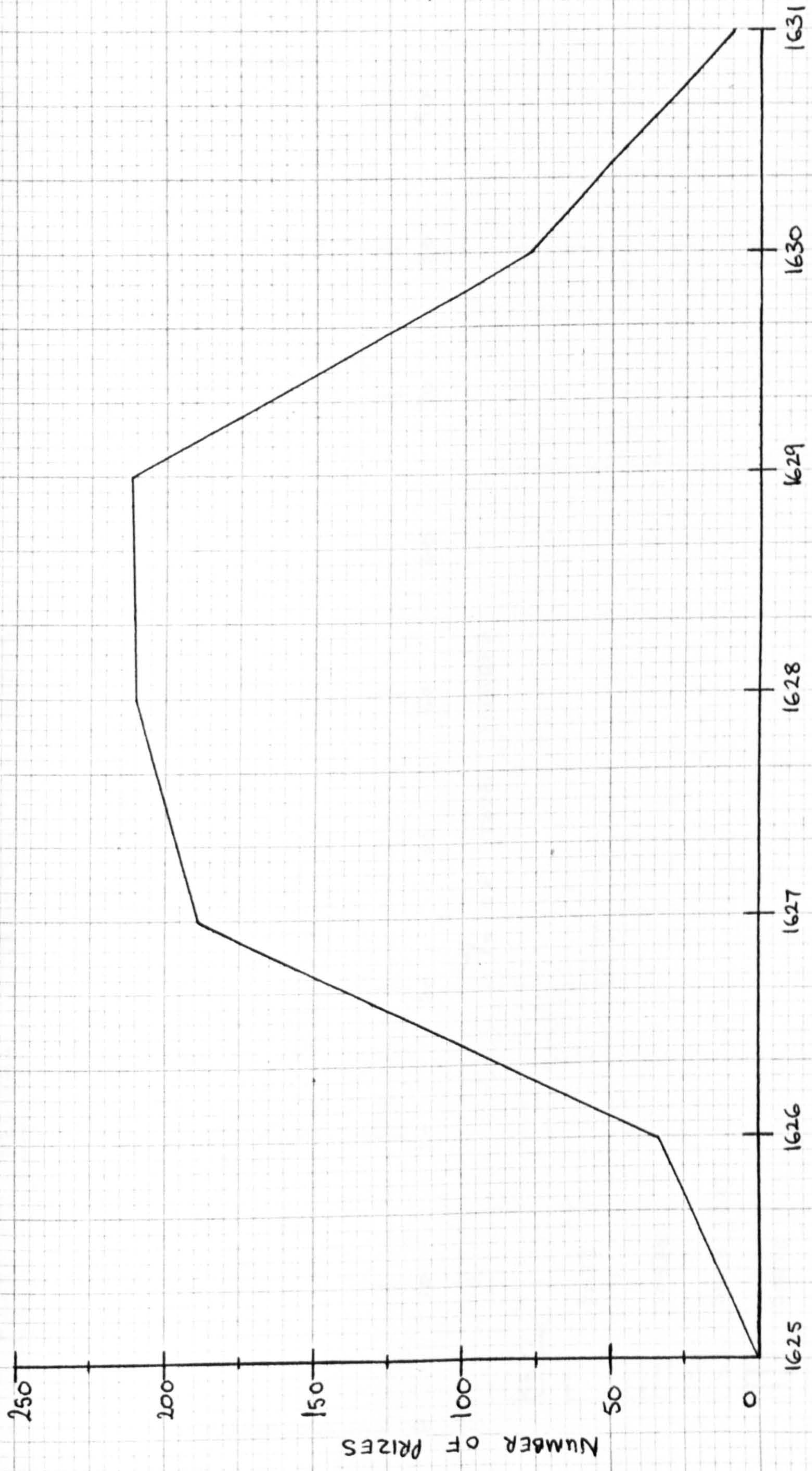
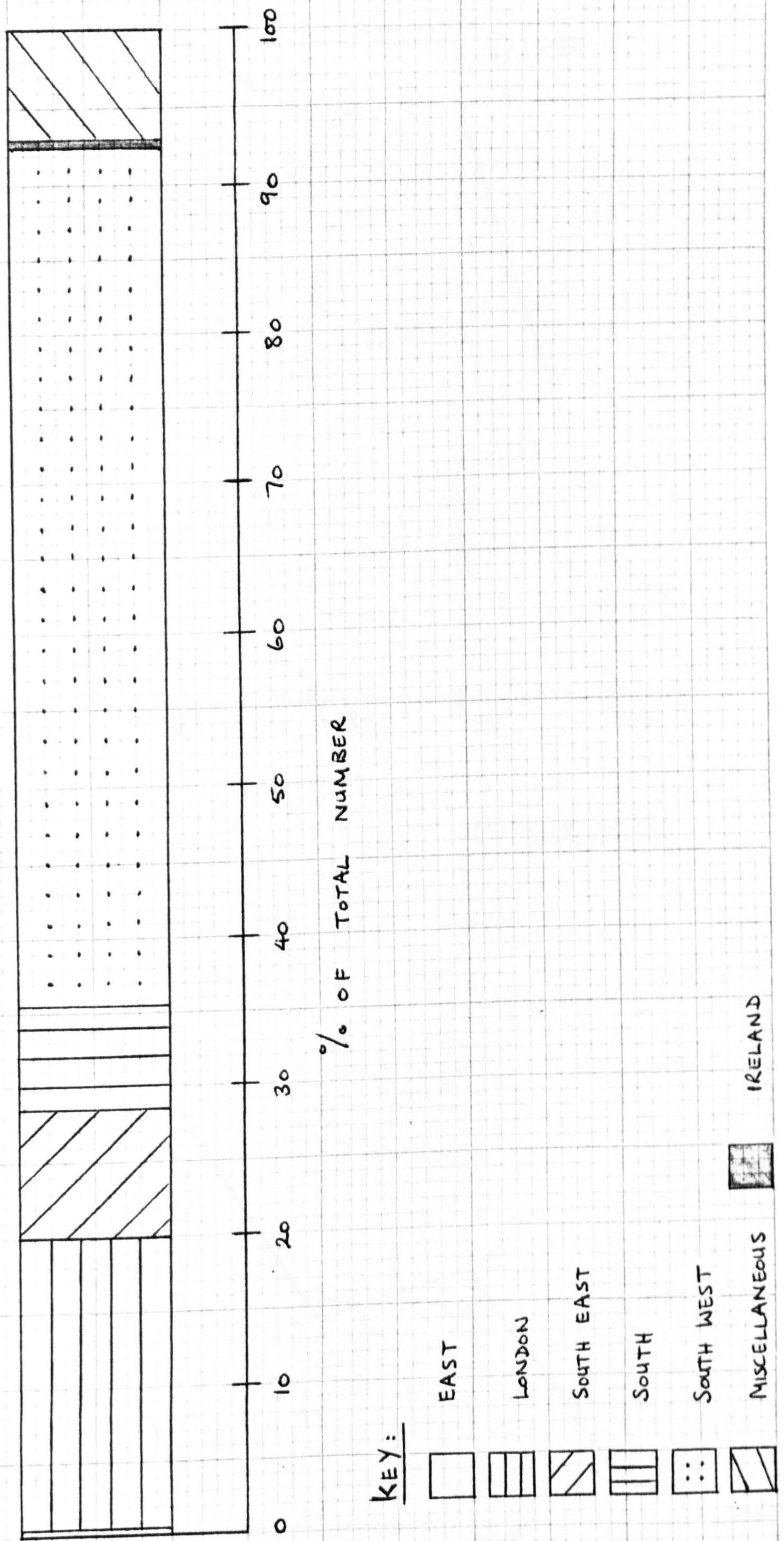




FIGURE 4.2: REGIONAL DISTRIBUTION OF PRIZES.



KEY:

EAST

LONDON

SOUTH EAST

SOUTH

SOUTH WEST

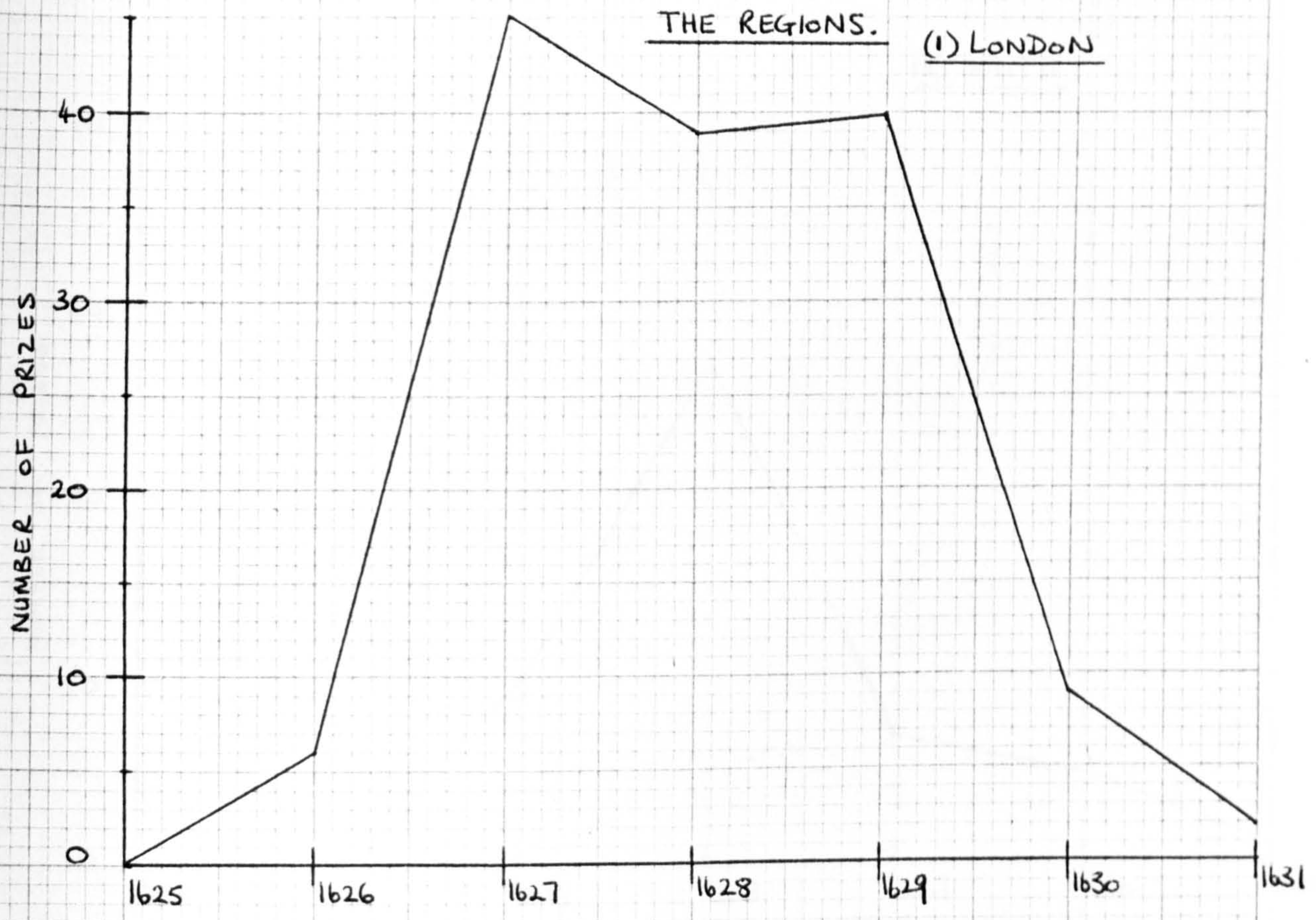
MISCELLANEOUS

IRELAND

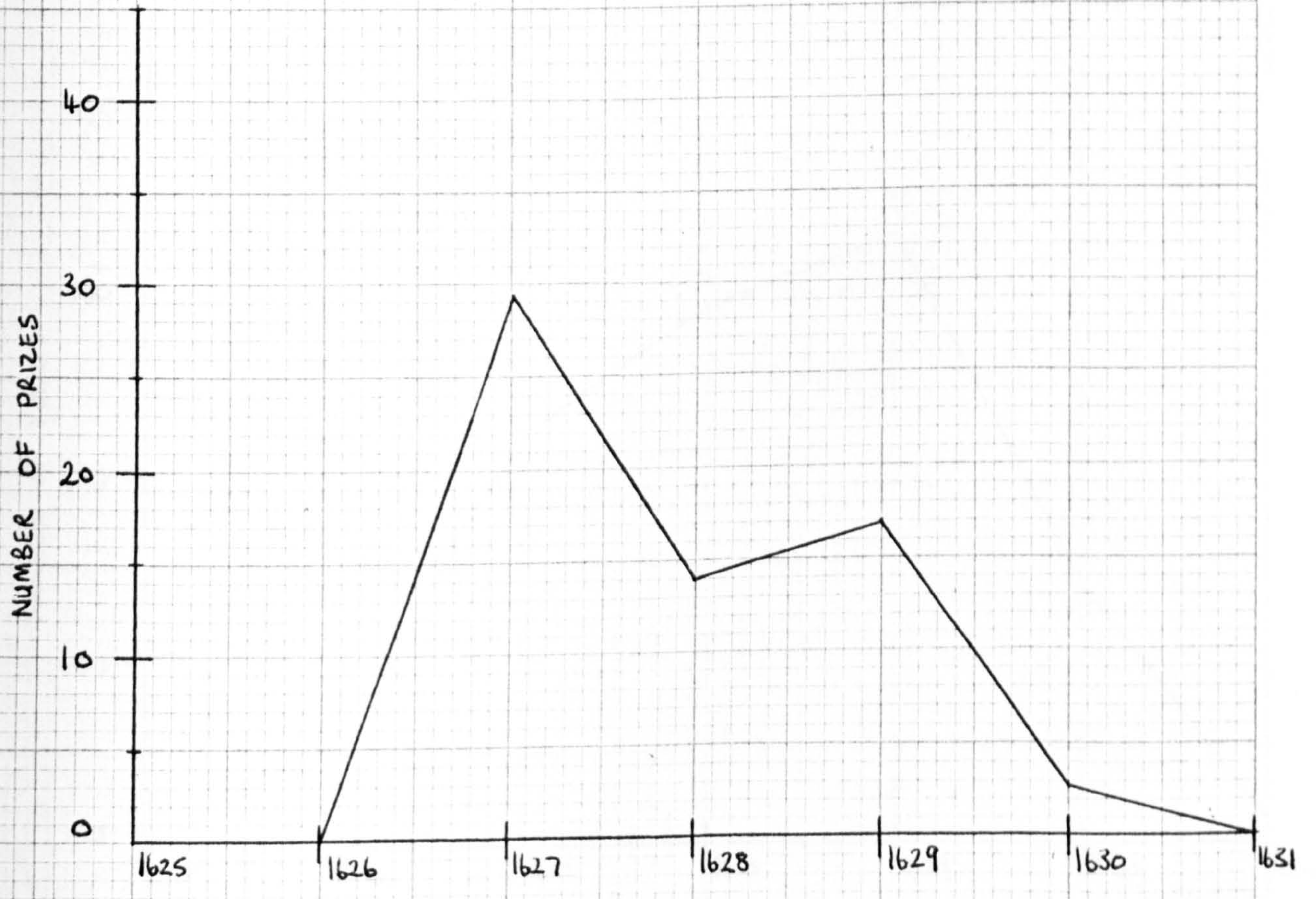


FIGURE 4.3 = ANNUAL FLUCTUATIONS IN THE NUMBER OF PRIZES FOR

THE REGIONS. (1) LONDON

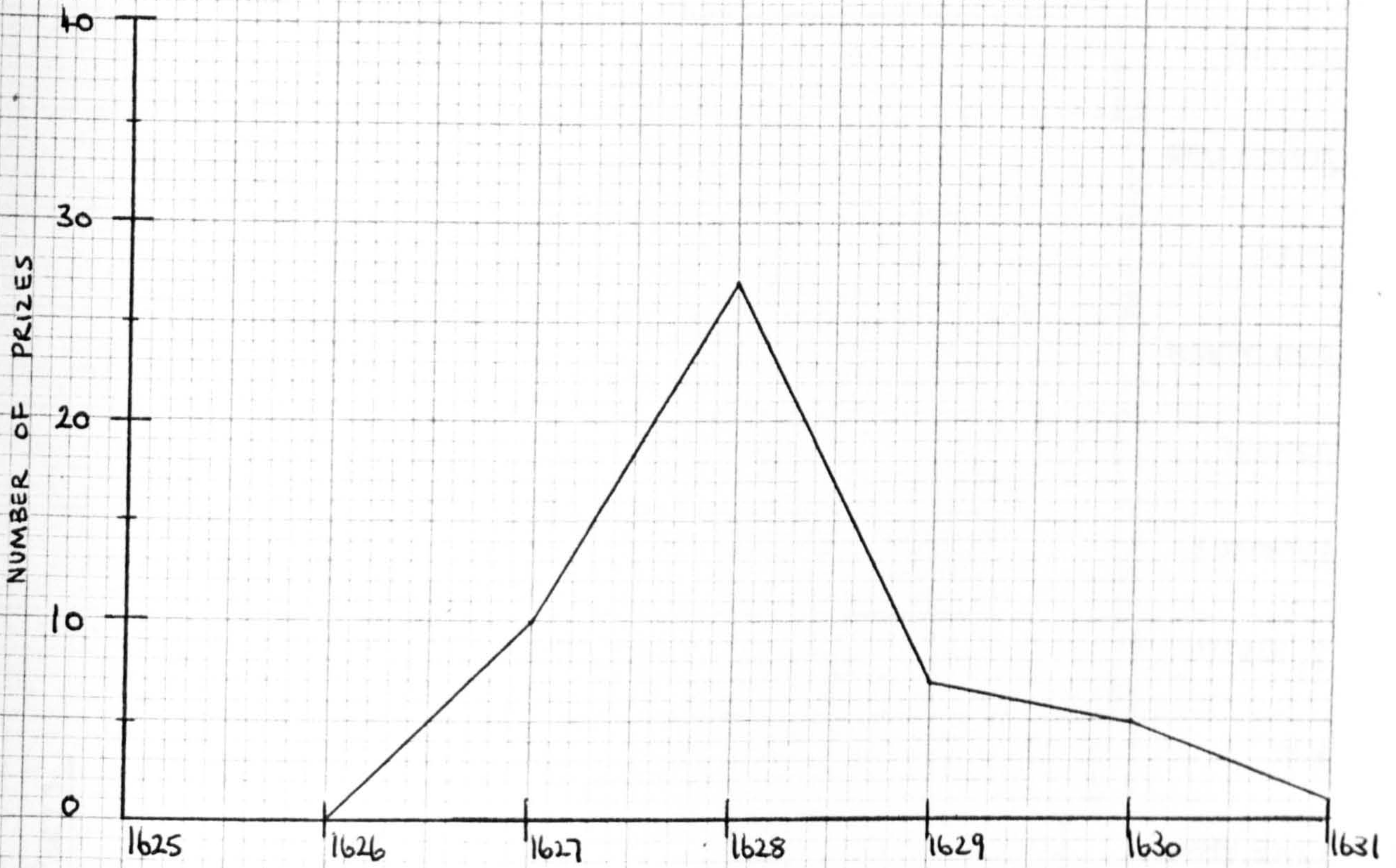


(2) SOUTH EAST





(3) SOUTH



(4) SOUTH WEST

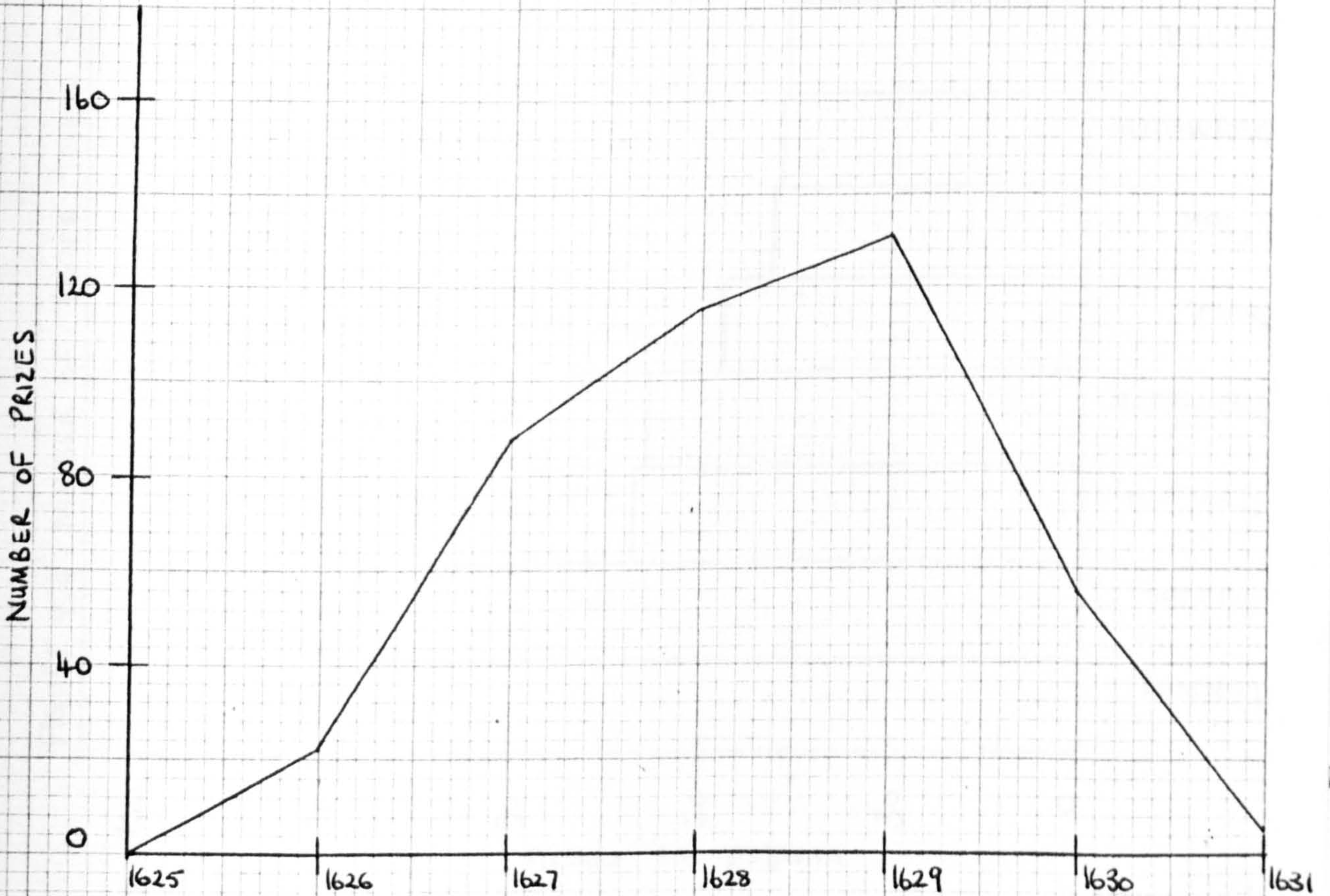




FIGURE 4.4: NUMBER OF PRIZES TAKEN BY THE PORTS.

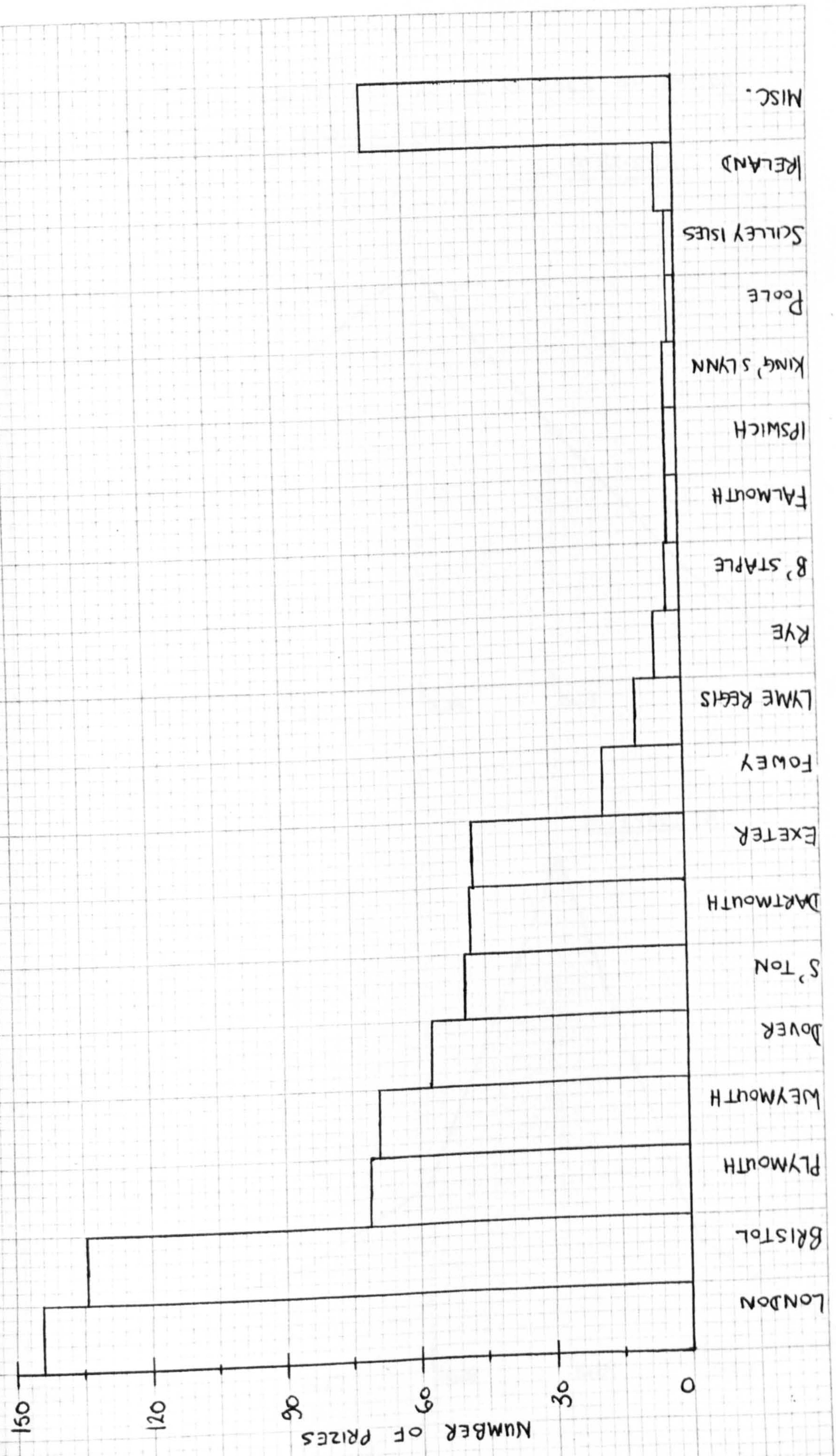
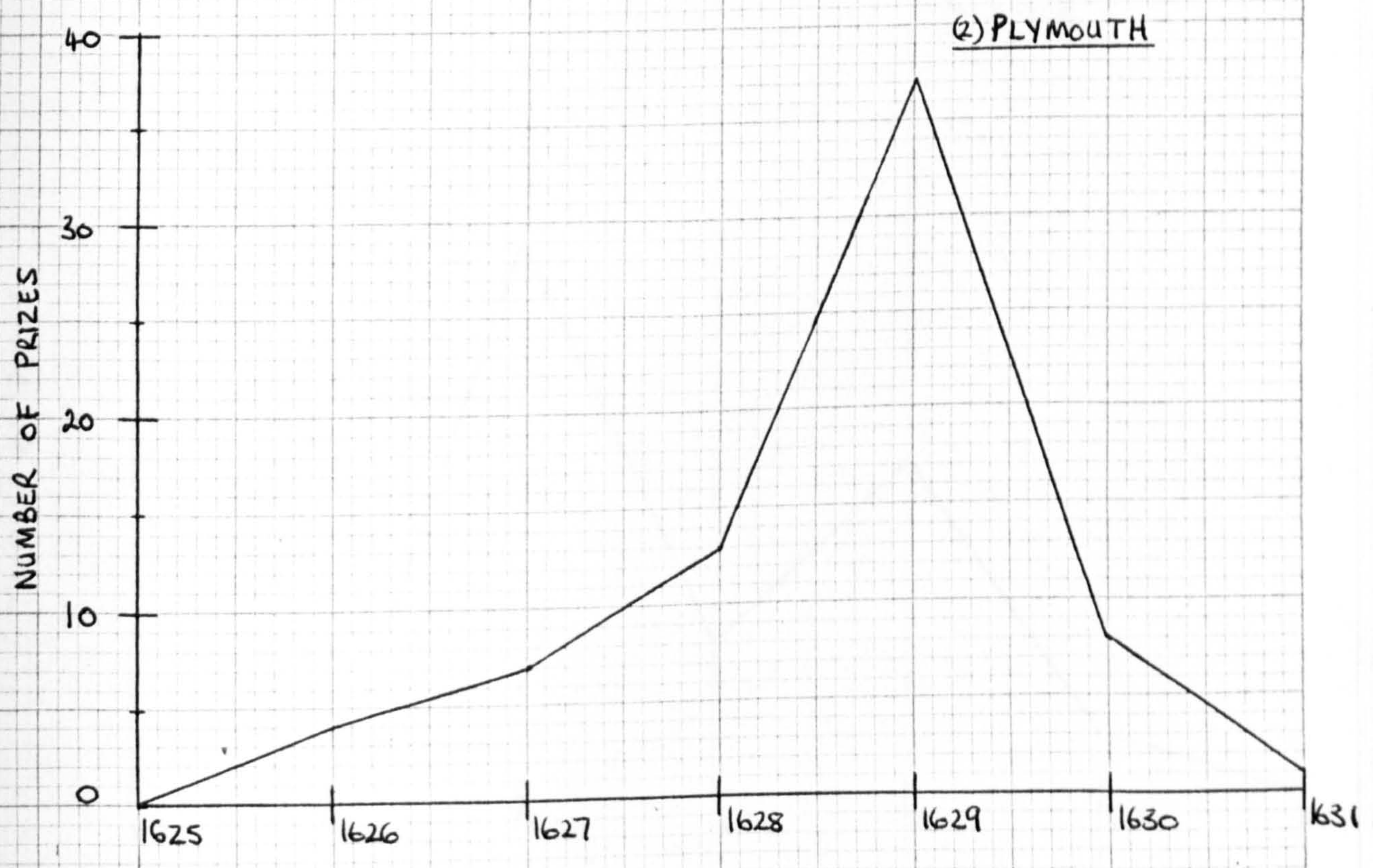


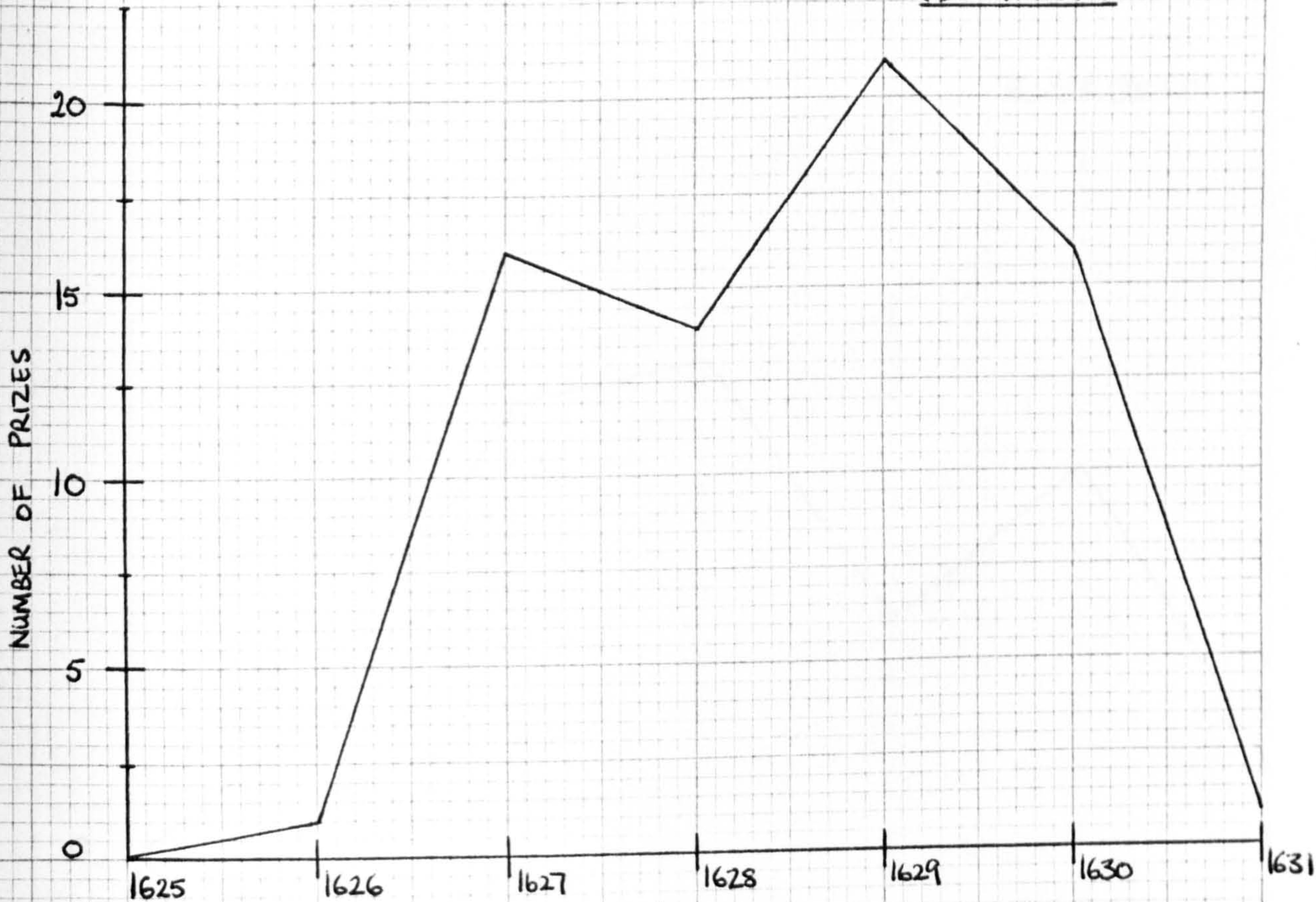


FIGURE 4.5: ANNUAL FLUCTUATIONS IN THE NUMBER OF PRIZES FOR THE LEADING PORTS.

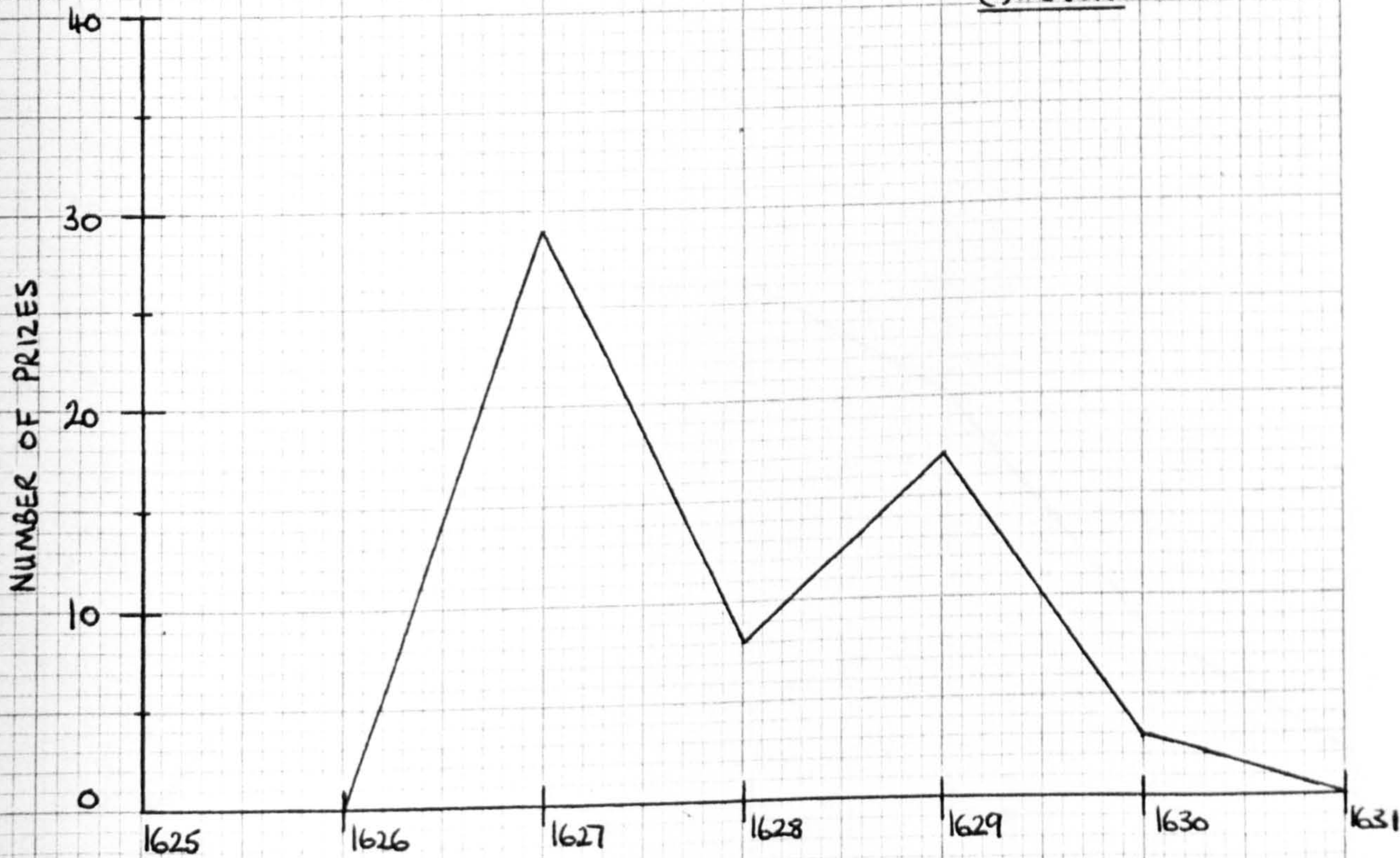




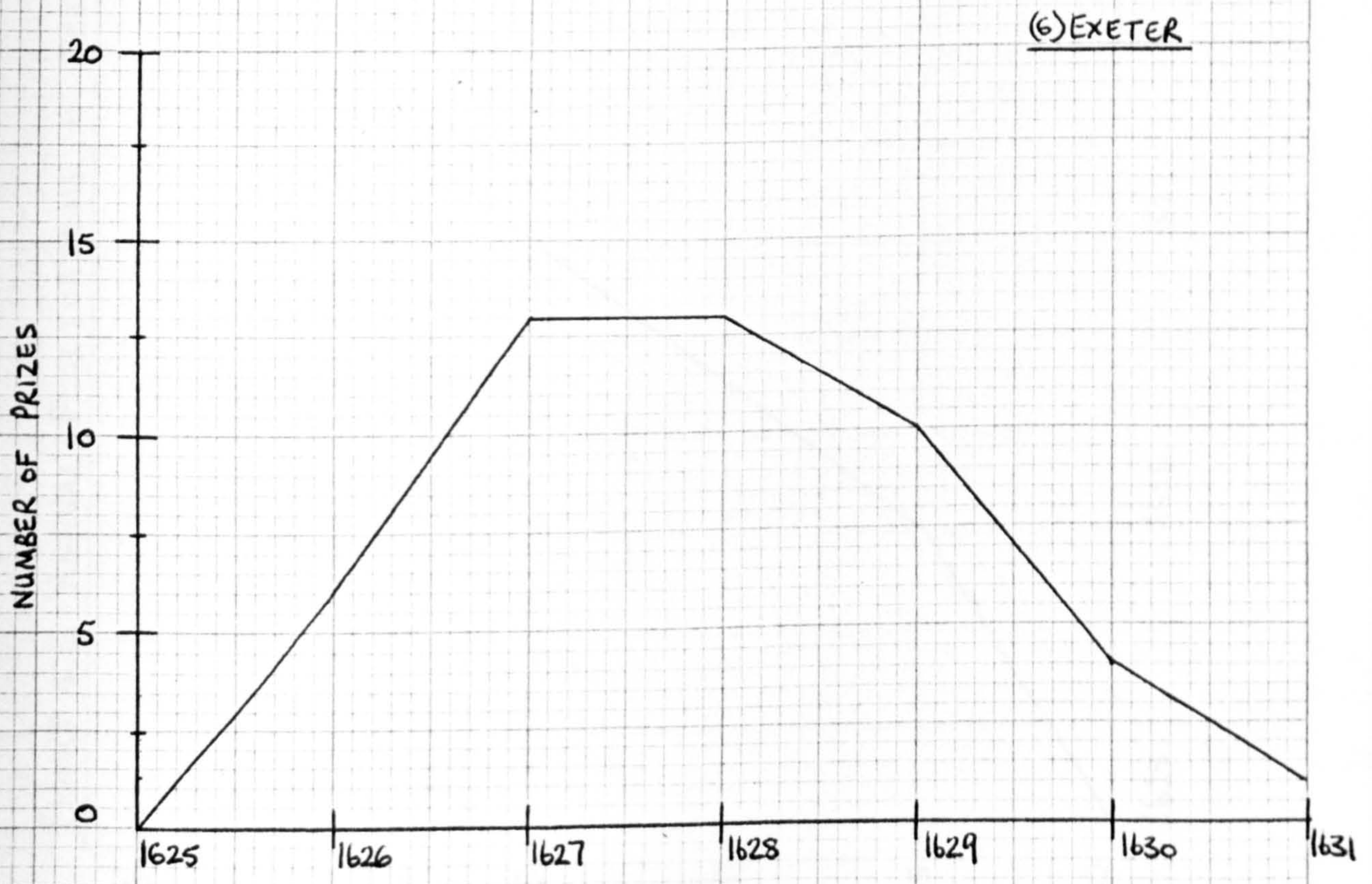
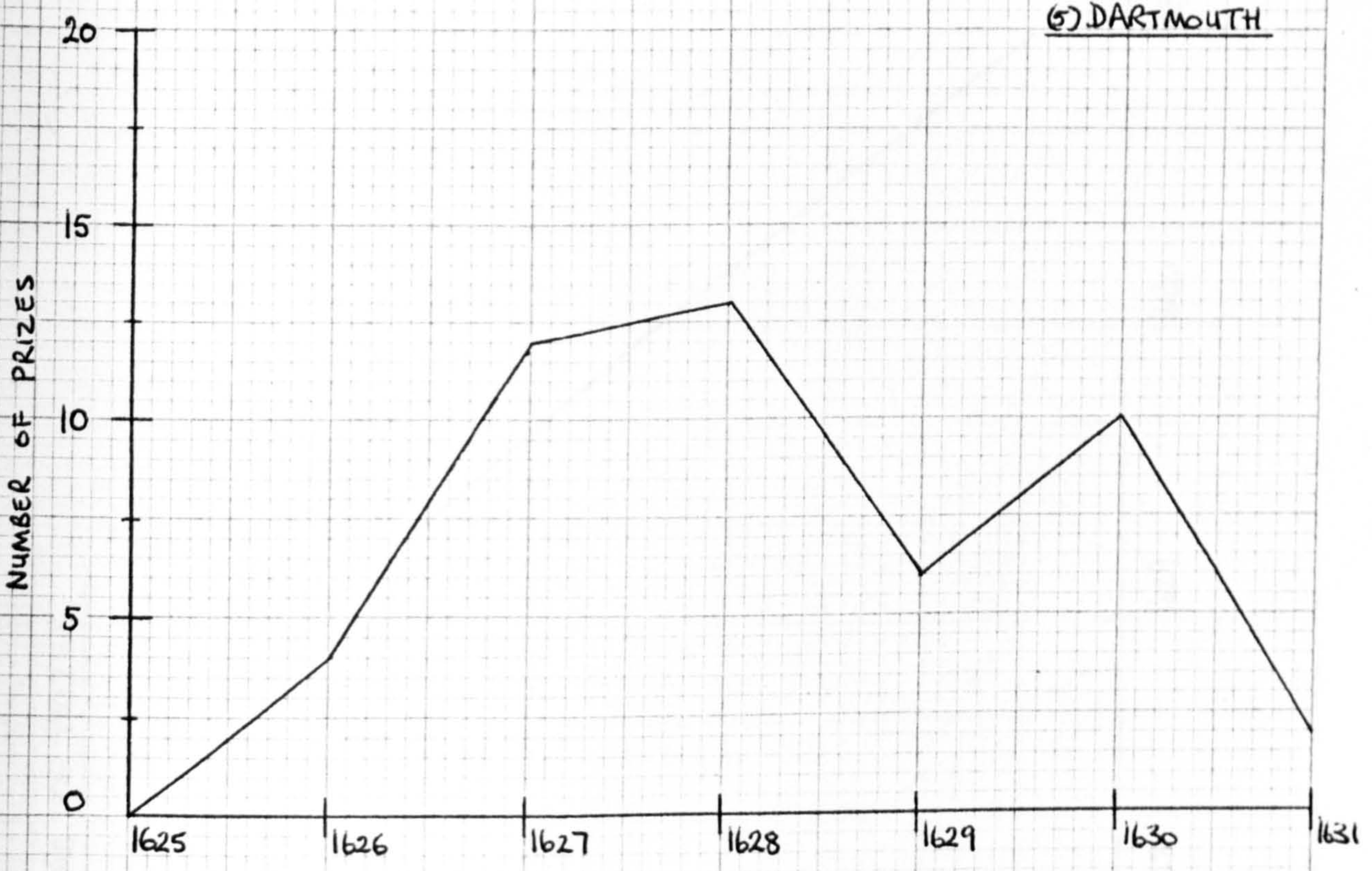
(3) WEYMOUTH



(4) DOVER







(GRAPHS FOR LONDON AND SOUTHAMPTON WILL BE FOUND ON pp. ).



FIGURE 4.6: ANNUAL FLUCTUATIONS IN THE VALUE OF PRIZES.

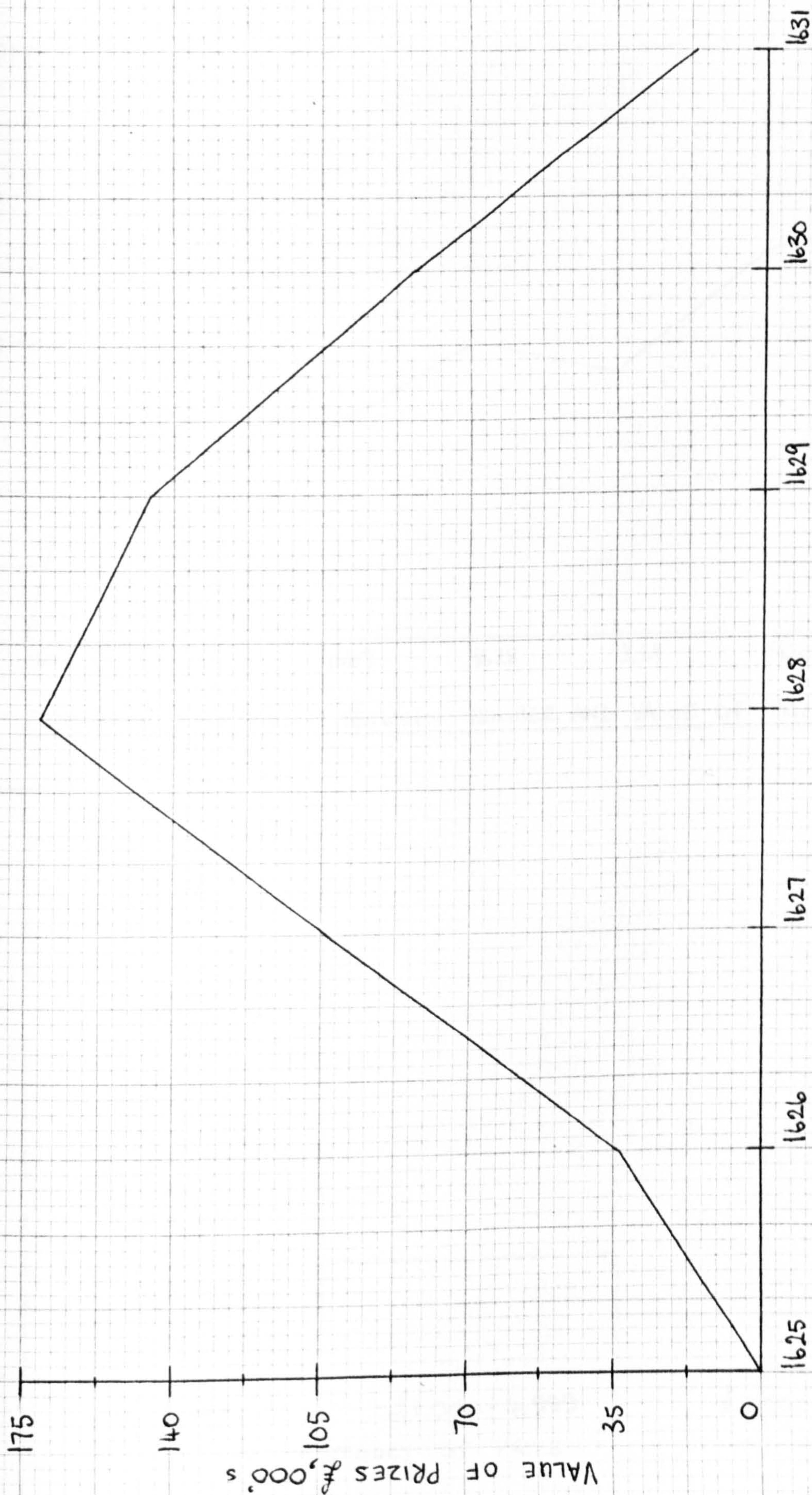




FIGURE 4.7: FLUCTUATIONS IN THE AVERAGE VALUE OF PRIZES.

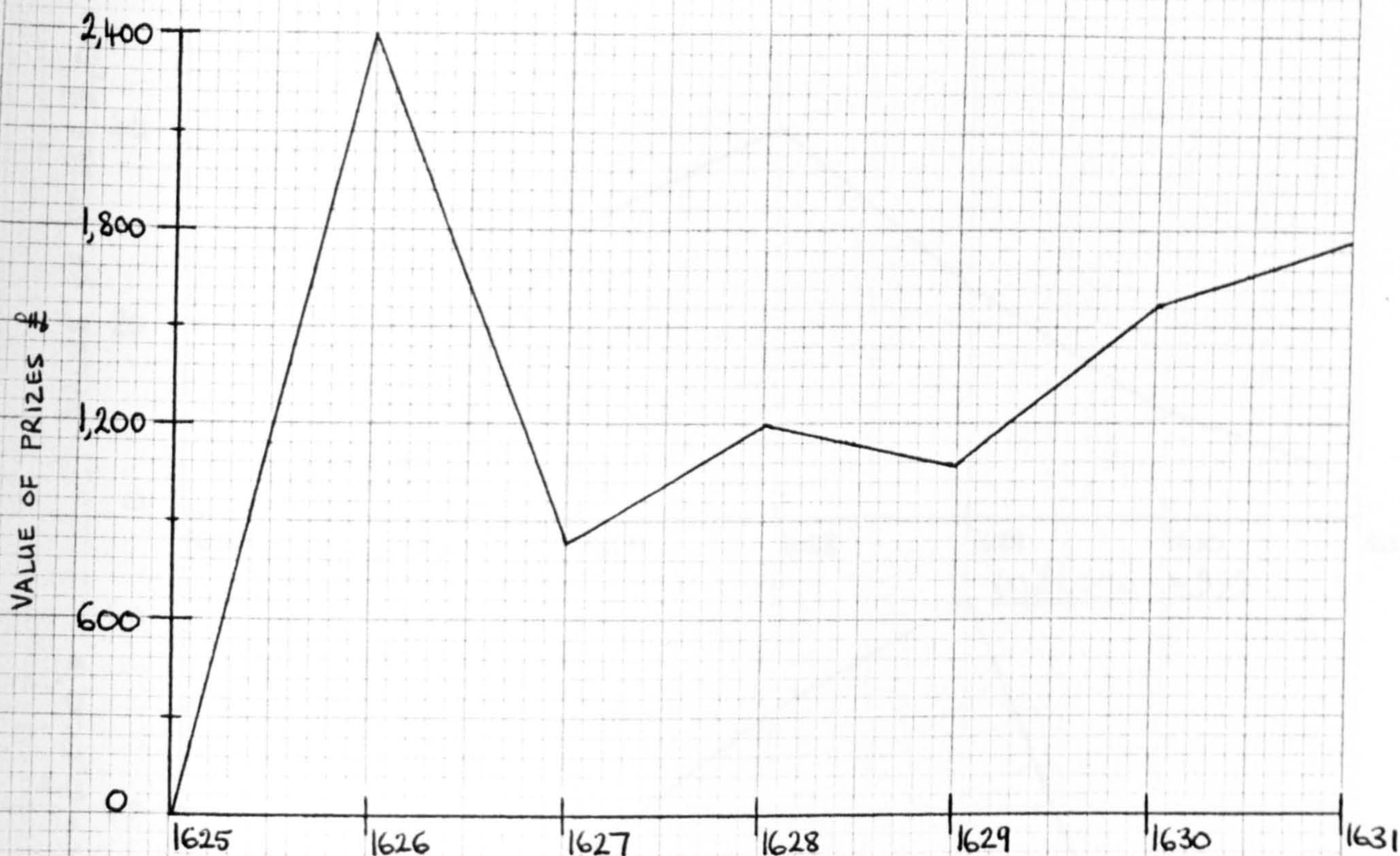


FIGURE 4.8: RELATIONSHIP BETWEEN NUMBER AND VALUE OF PRIZES.

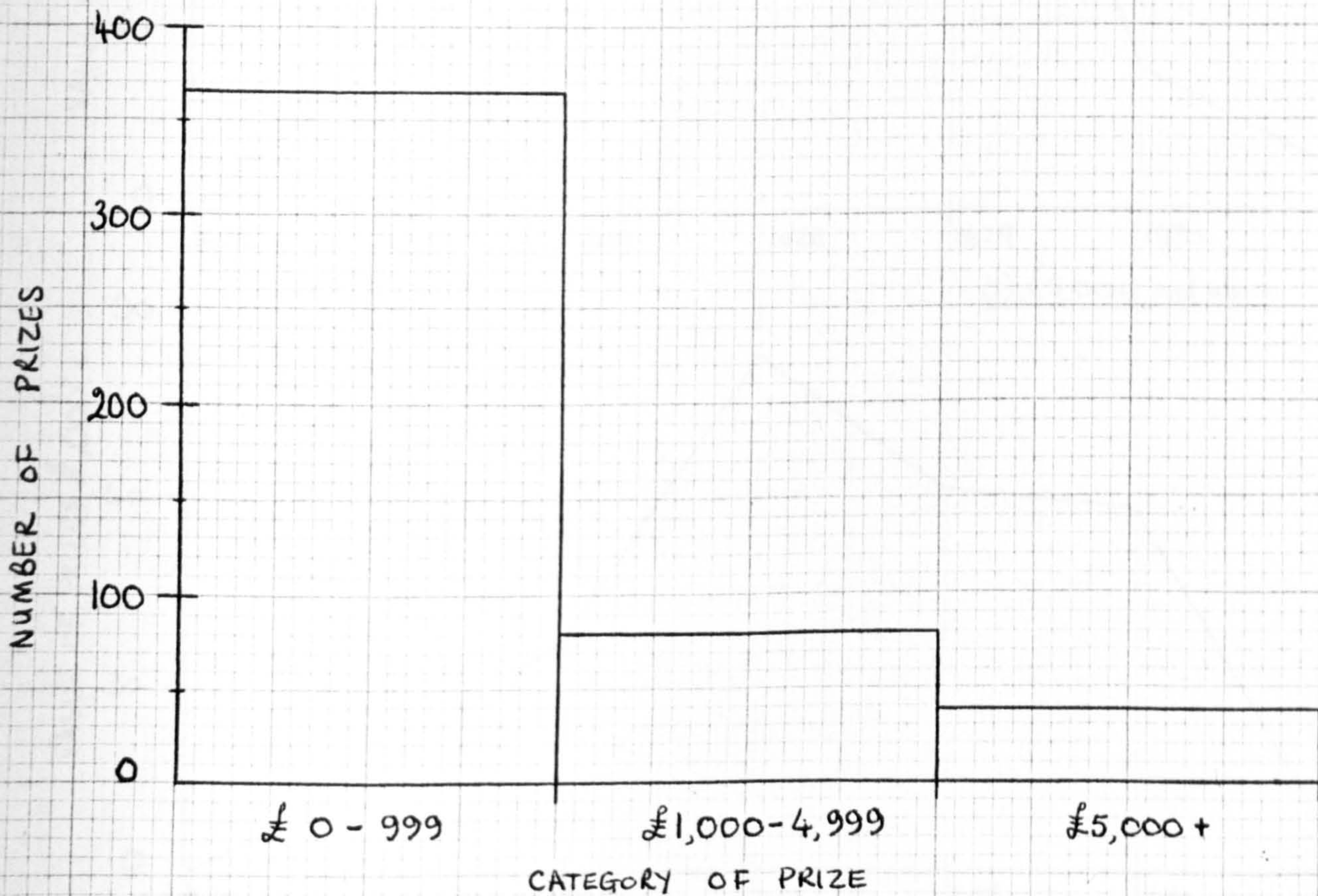
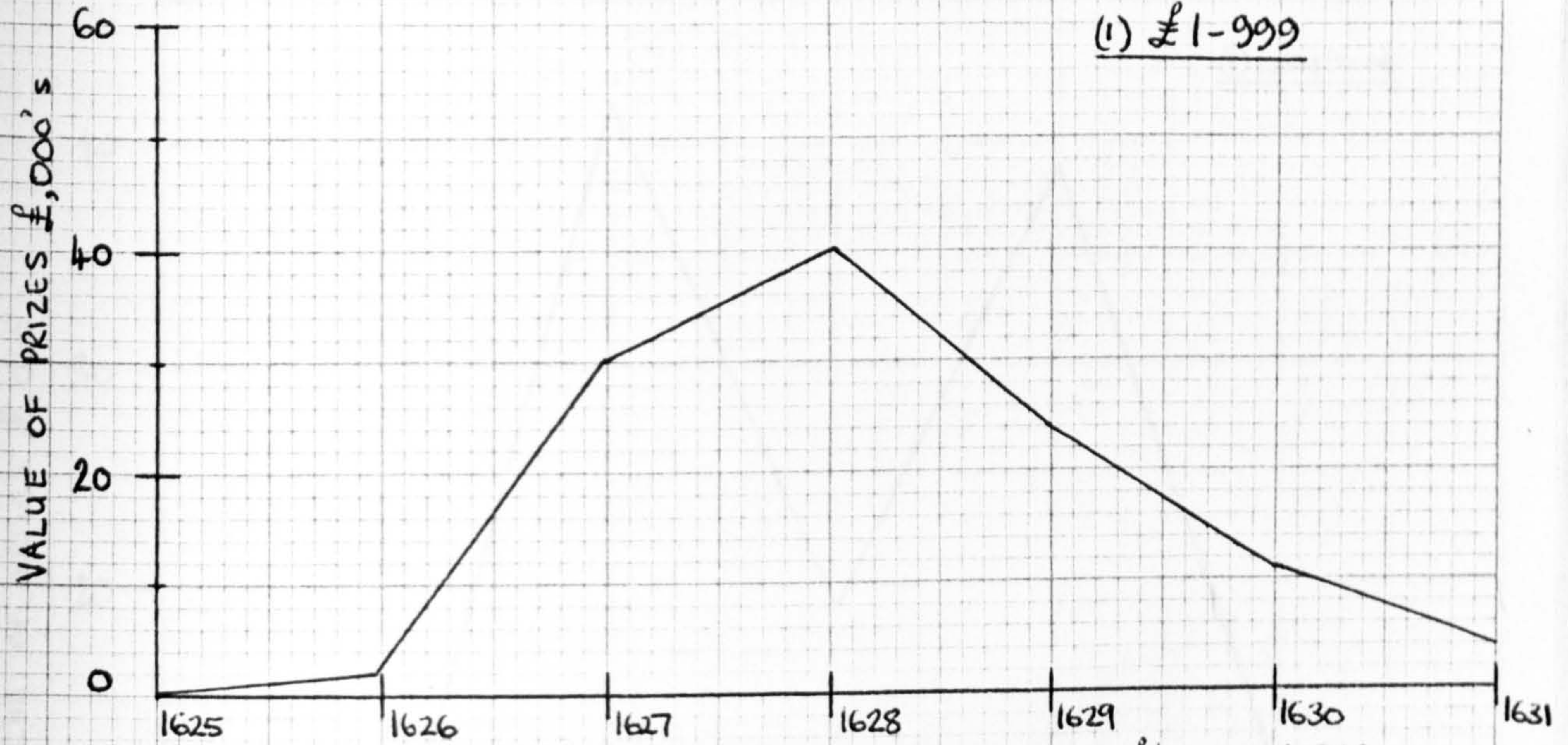


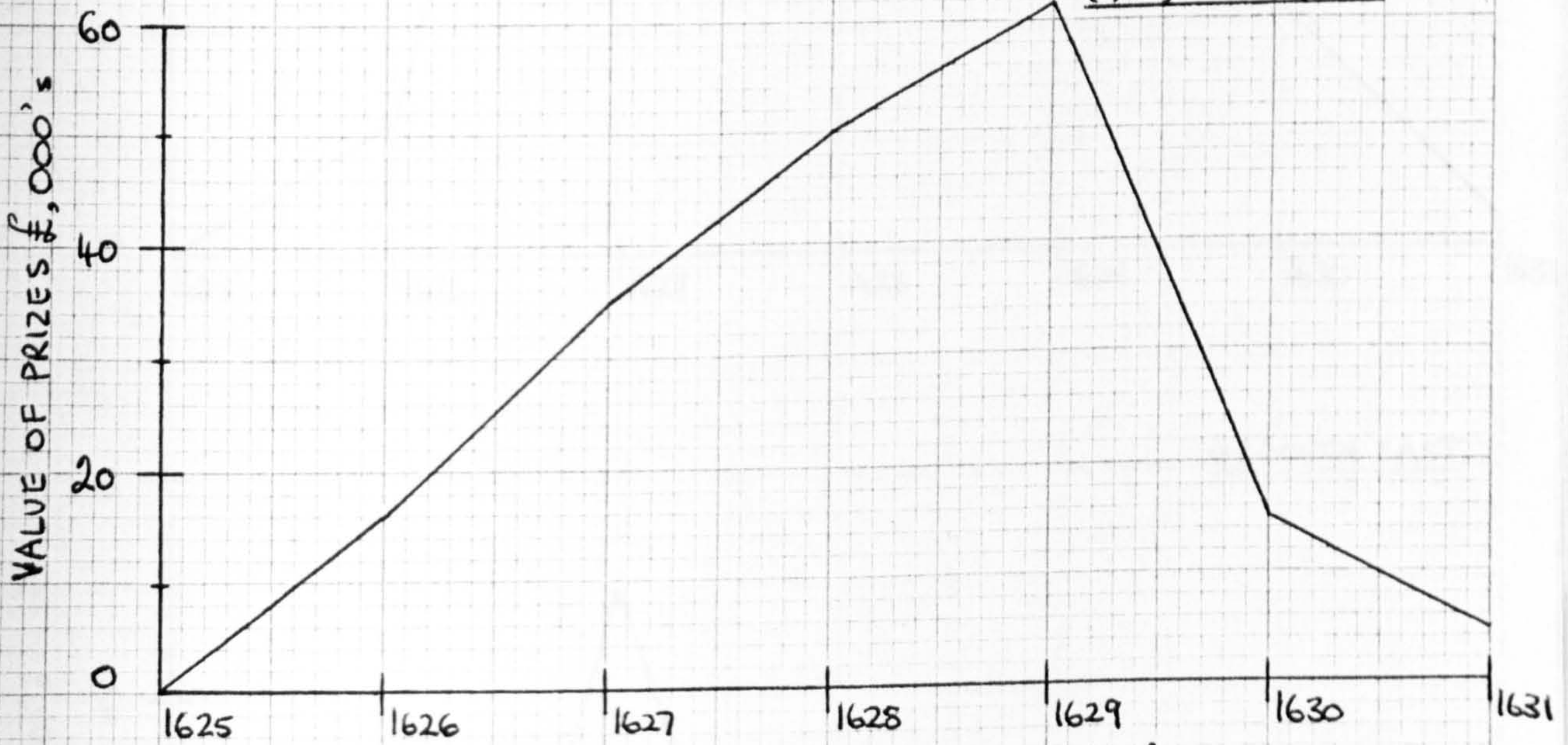


FIGURE 4.9: FLUCTUATIONS IN THE VALUE OF PRIZES.

(1) £1-999



(2) £1,000-4,999



(3) £5,000 and above

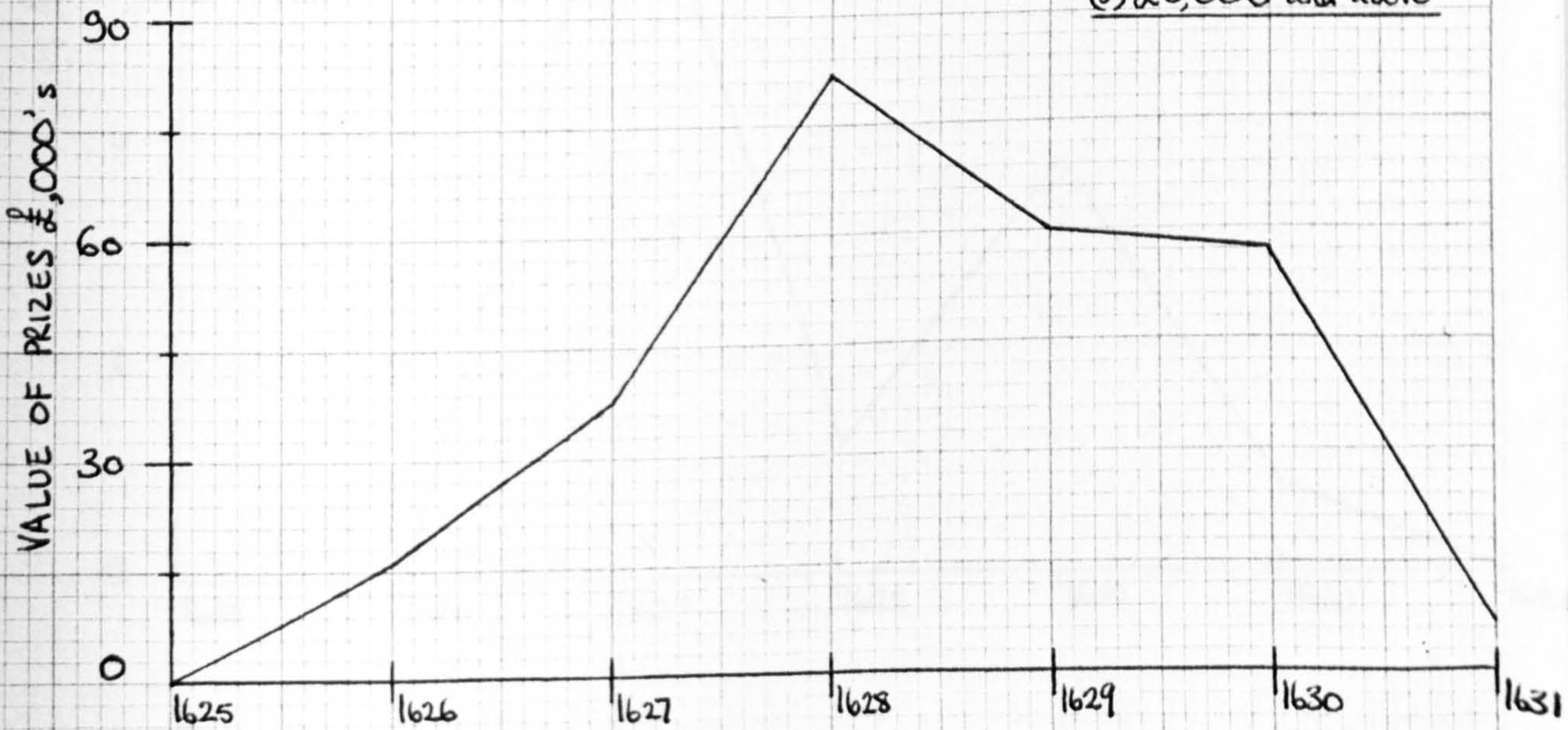
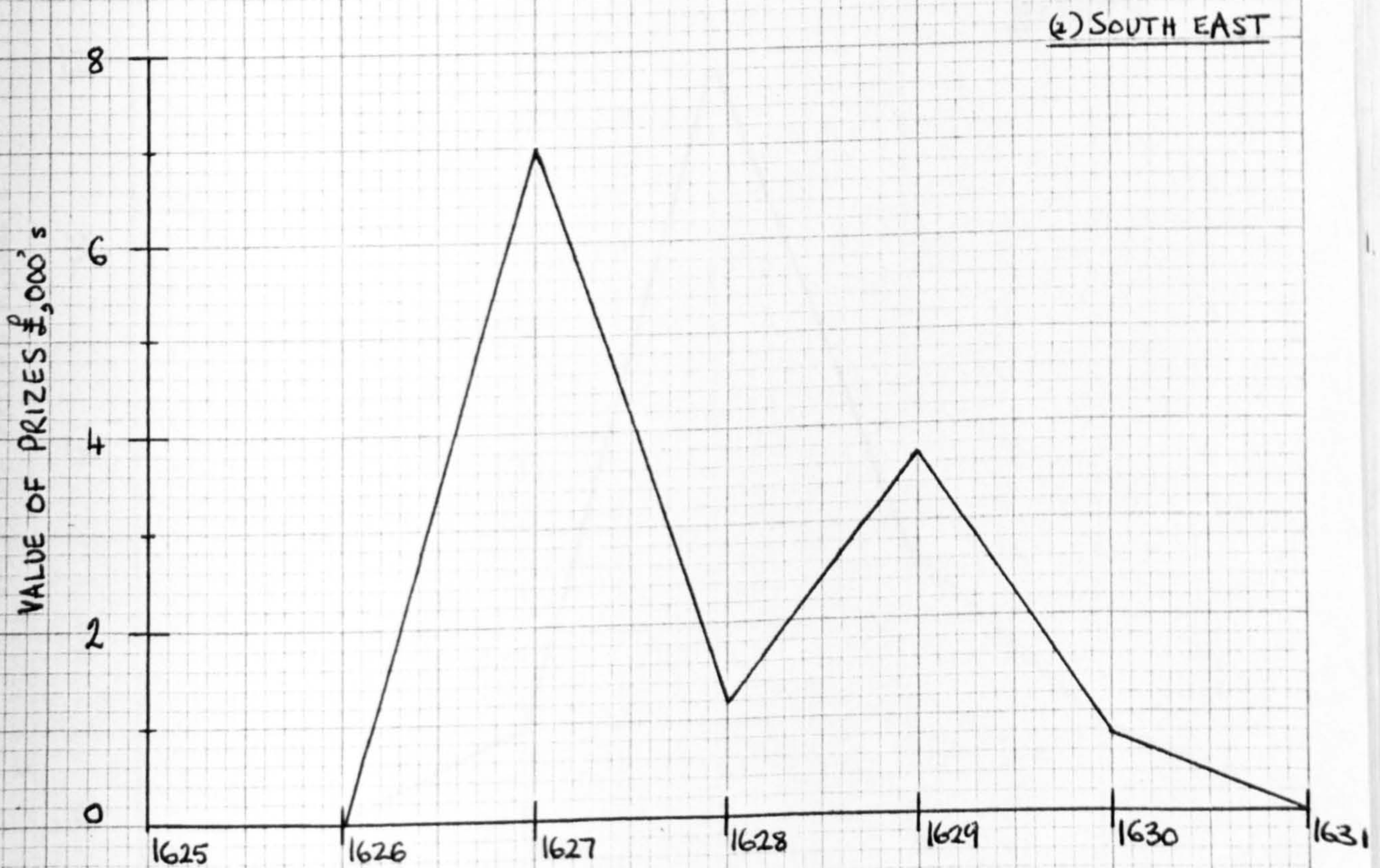
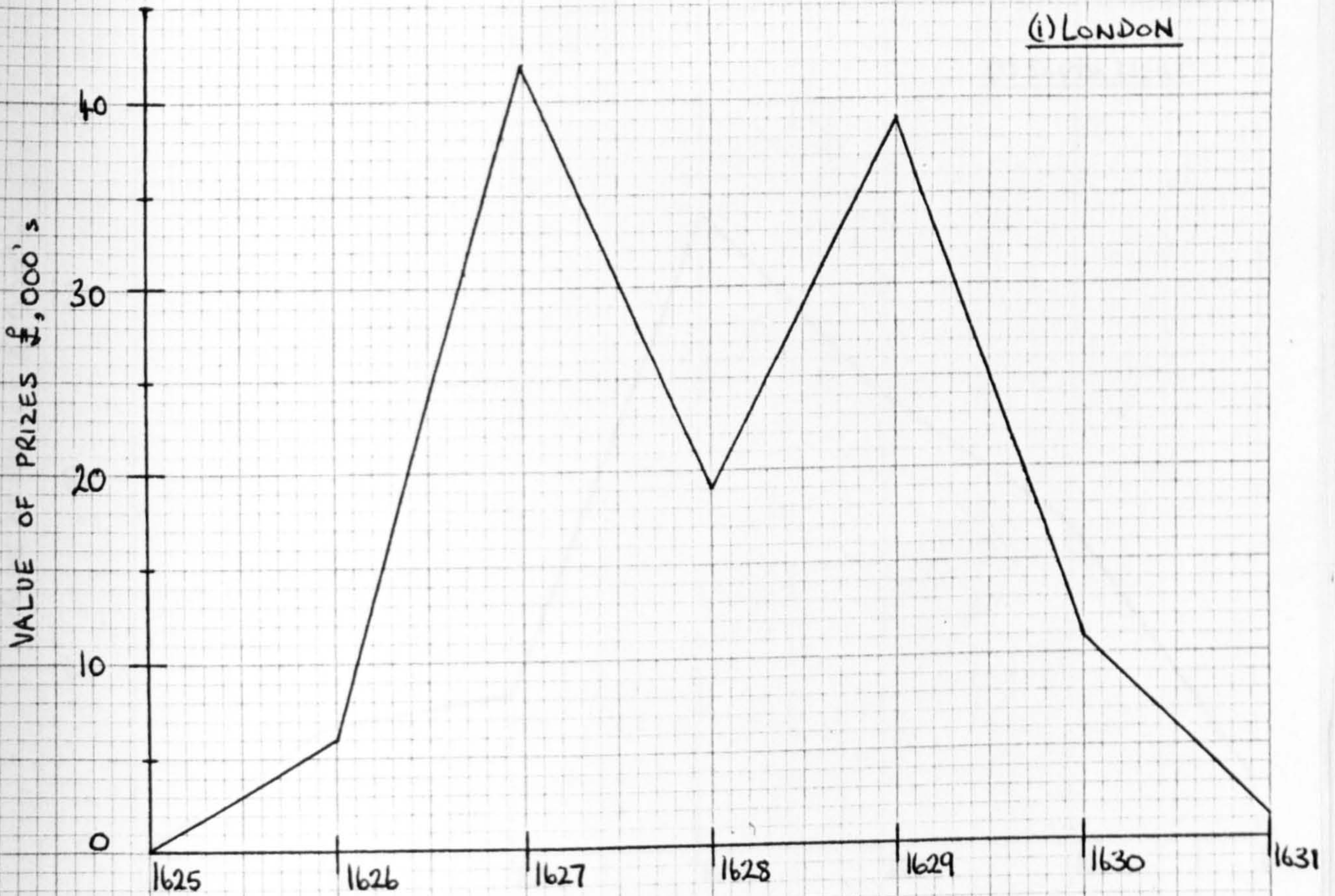




FIGURE 4.10: FLUCTUATIONS IN THE VALUE OF PRIZES FOR THE REGIONS.





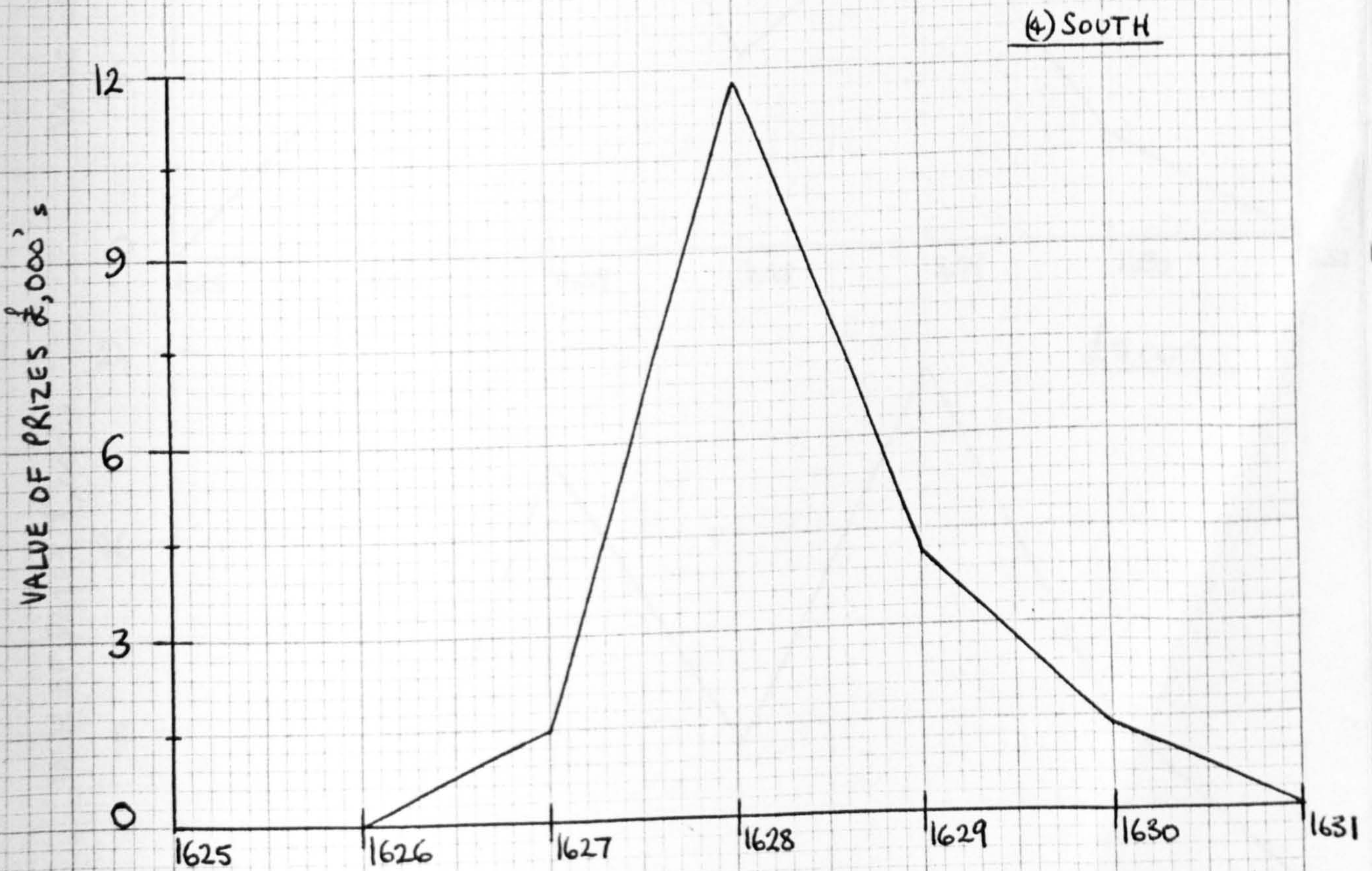
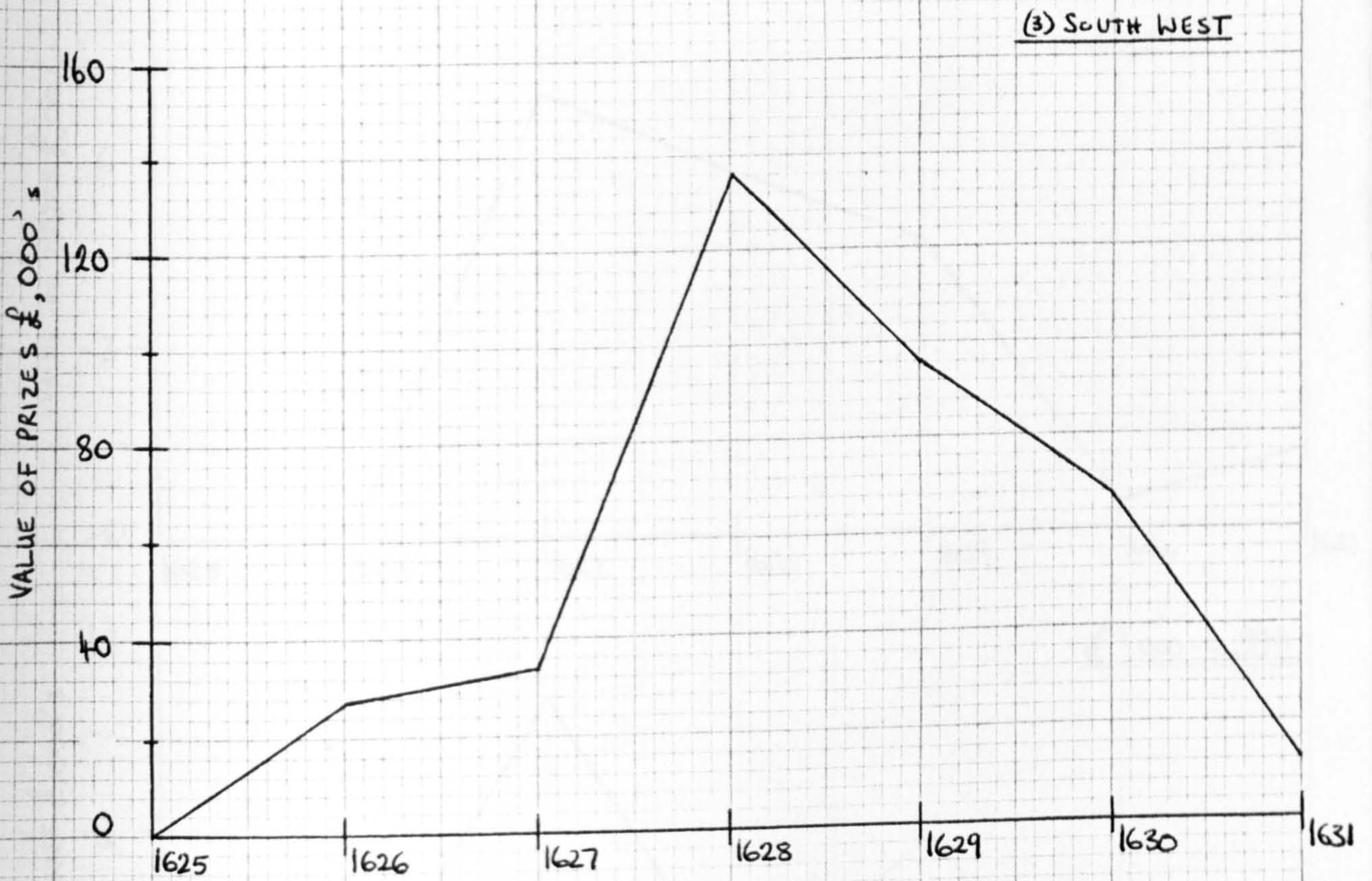
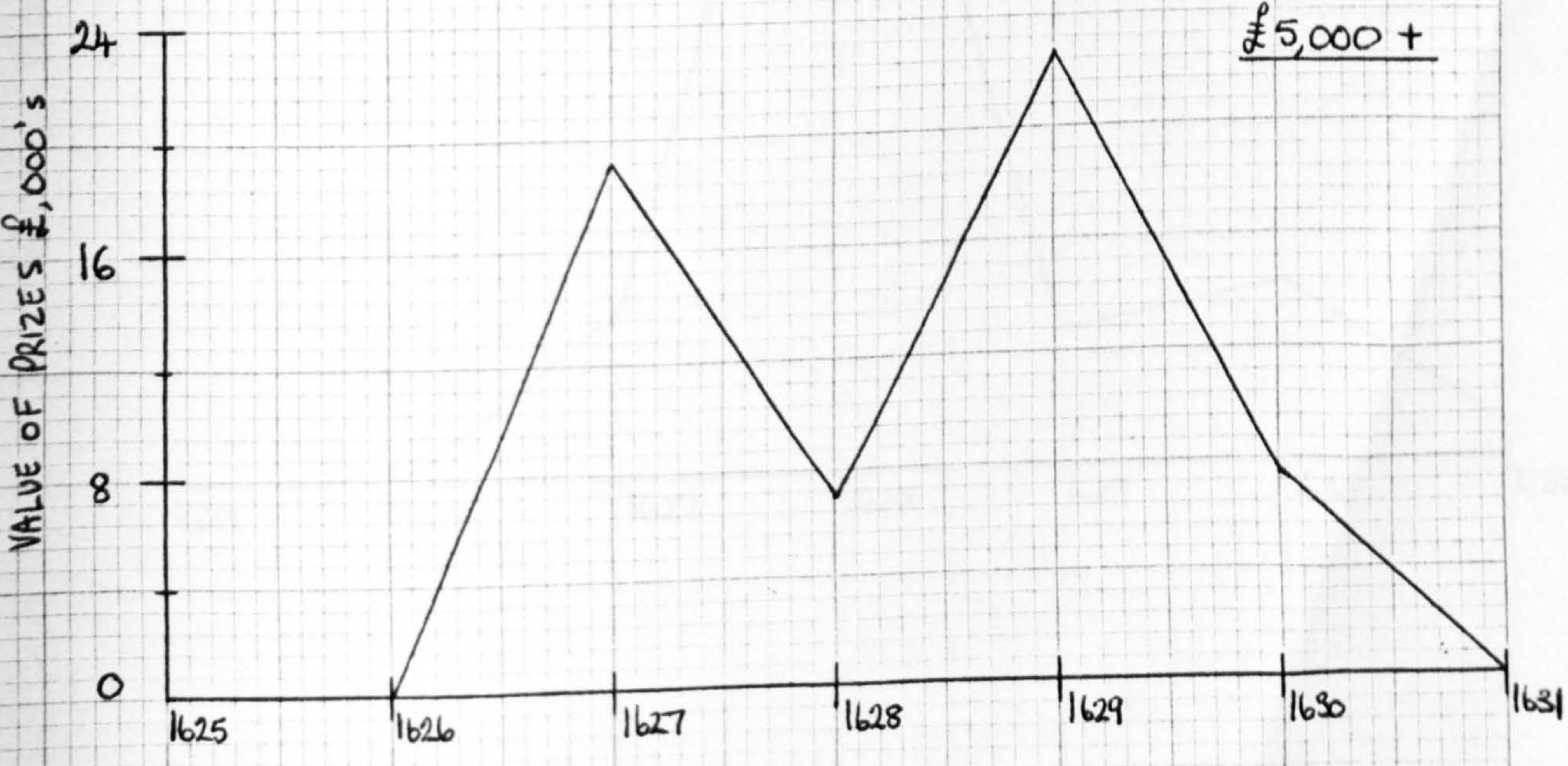
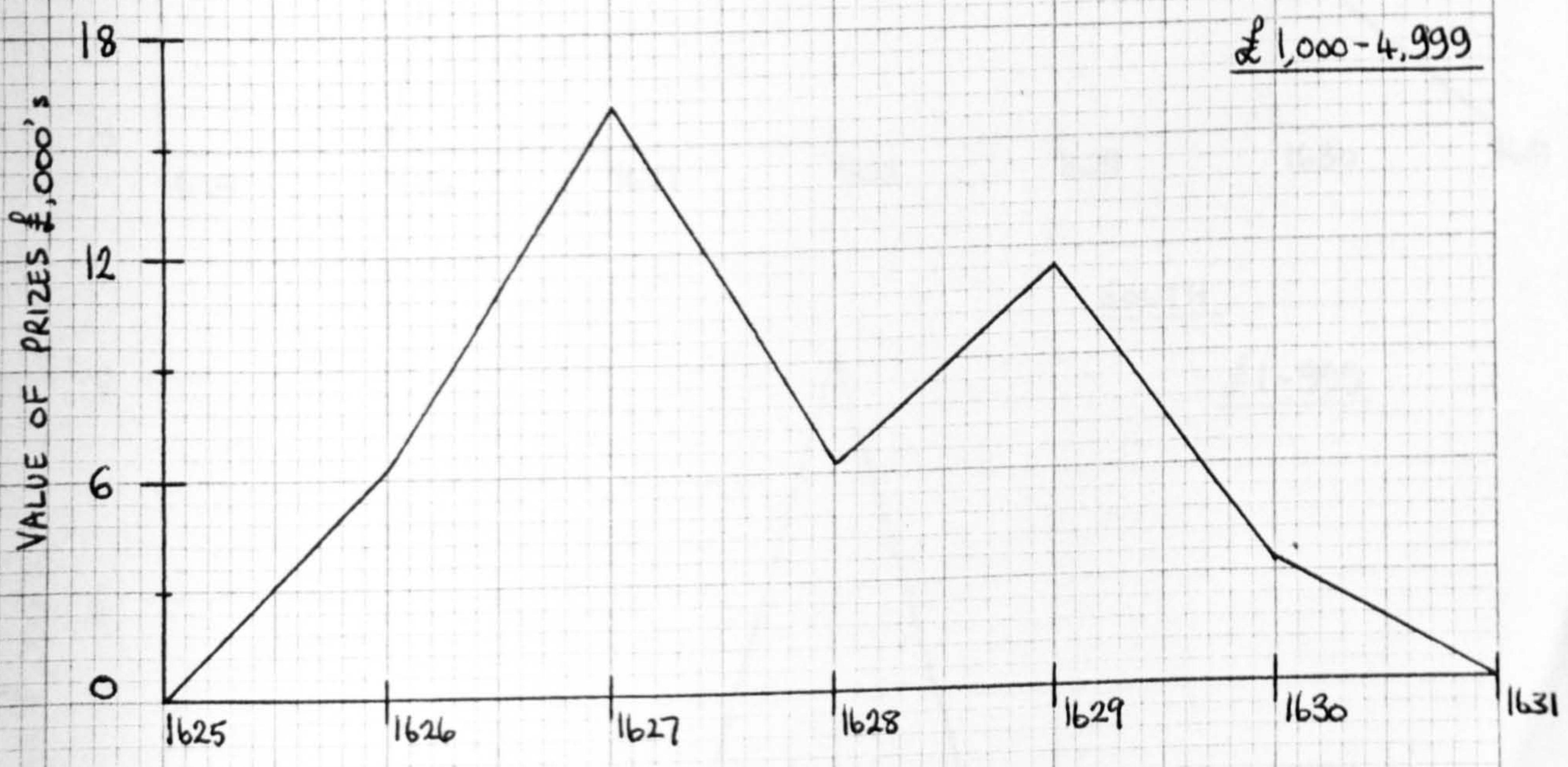
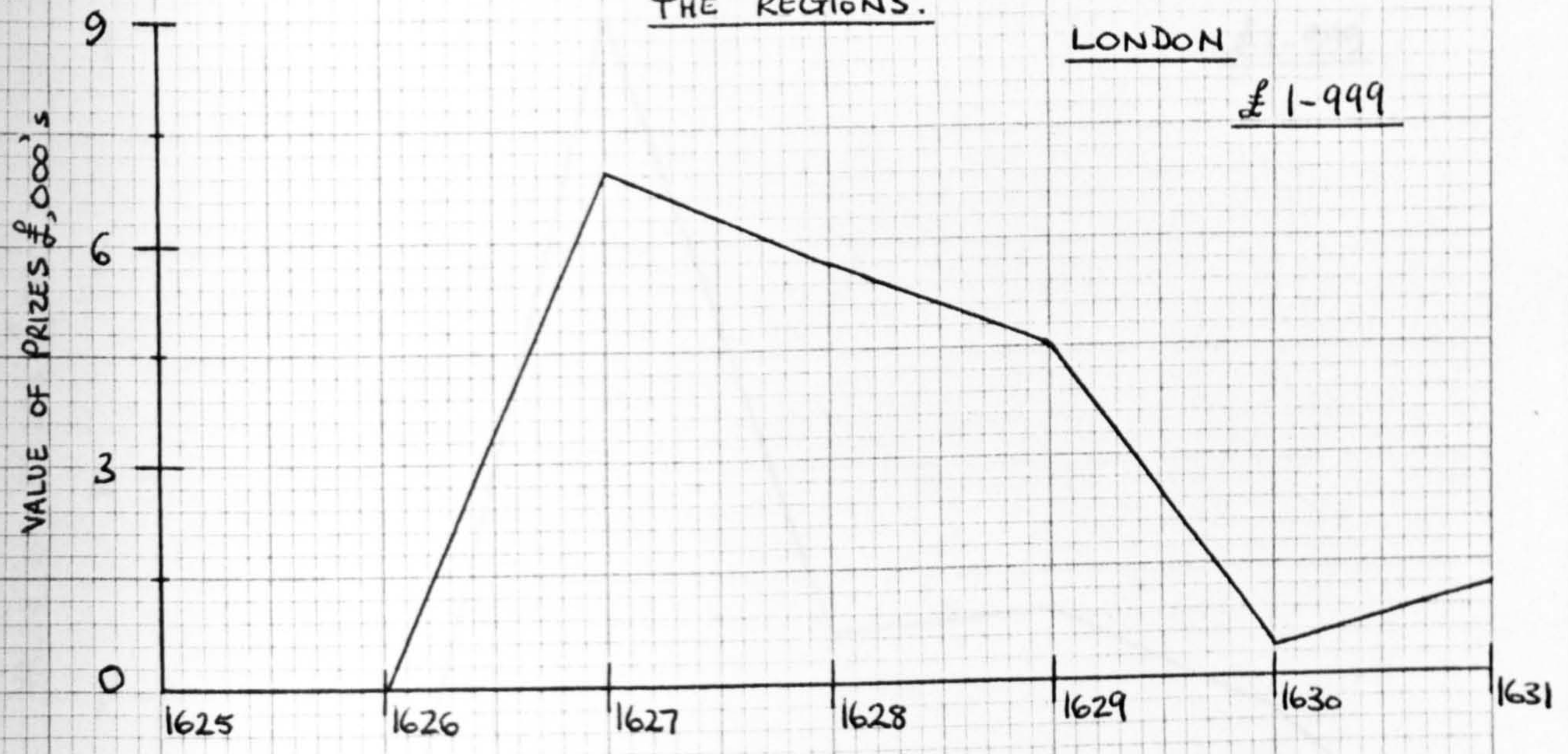




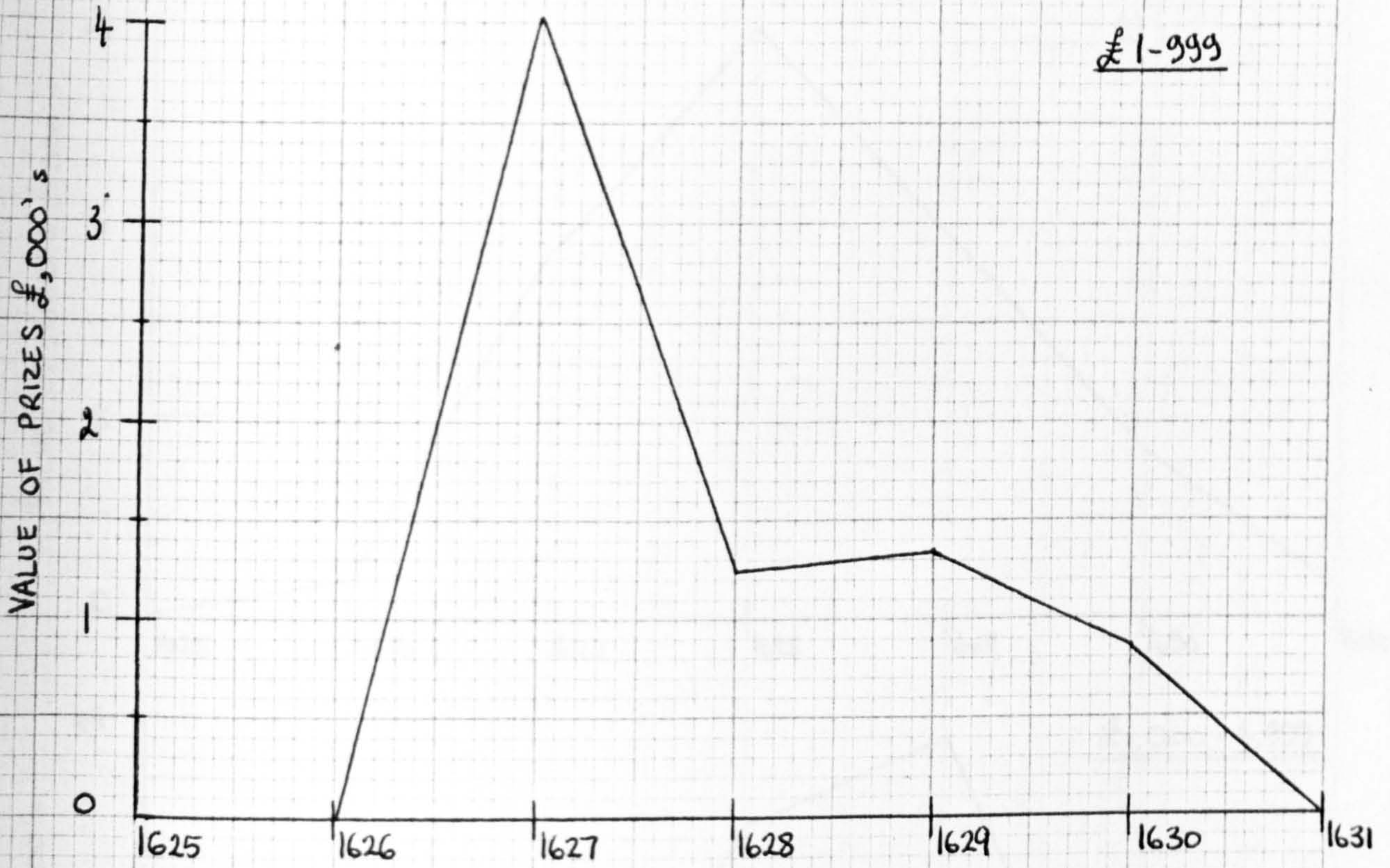
FIGURE 4.11: ANNUAL FLUCTUATIONS IN THE VALUE OF PRIZES FOR THE REGIONS.





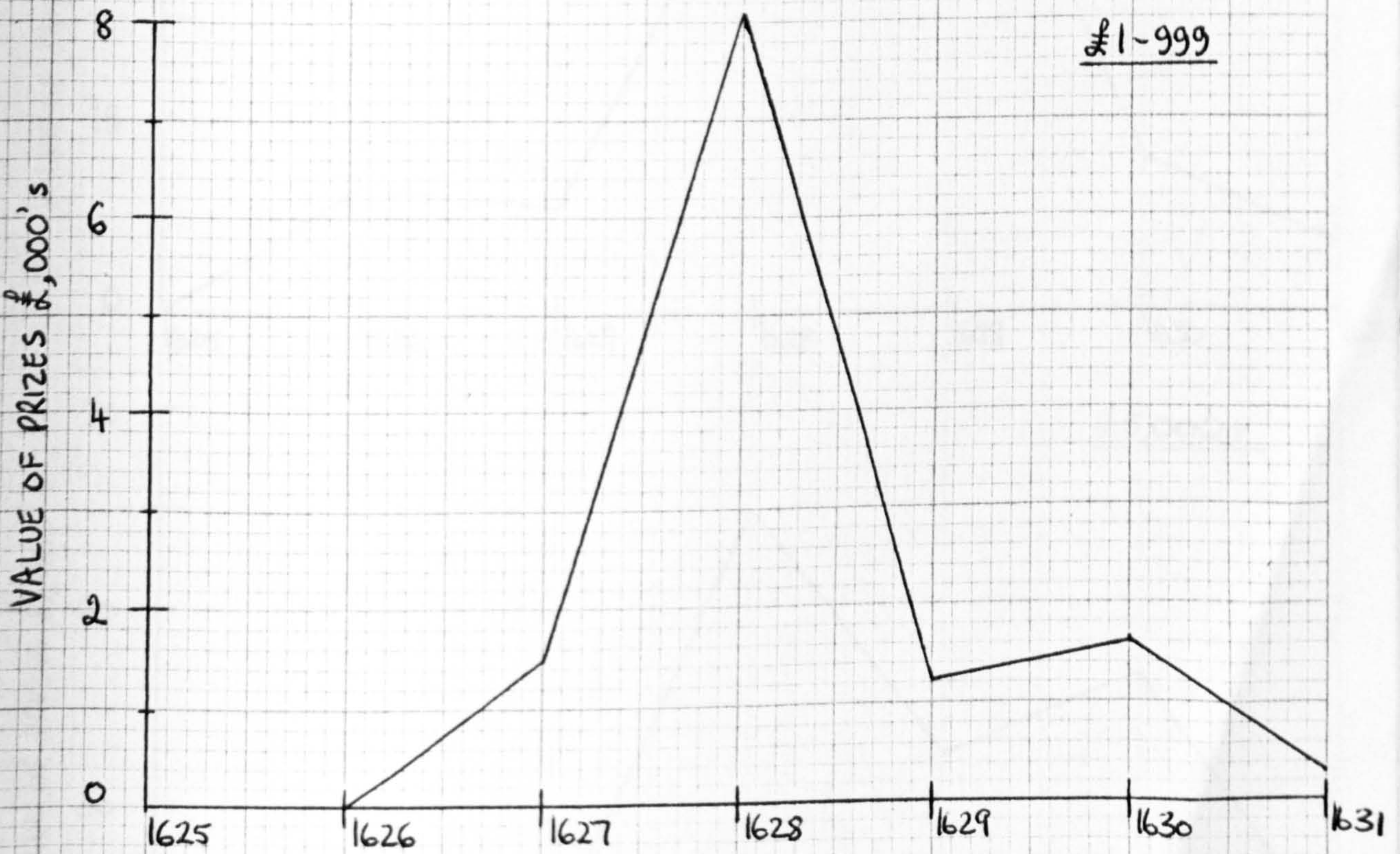
SOUTH EAST

£1-999



SOUTH

£1-999





SOUTH WEST

(1)

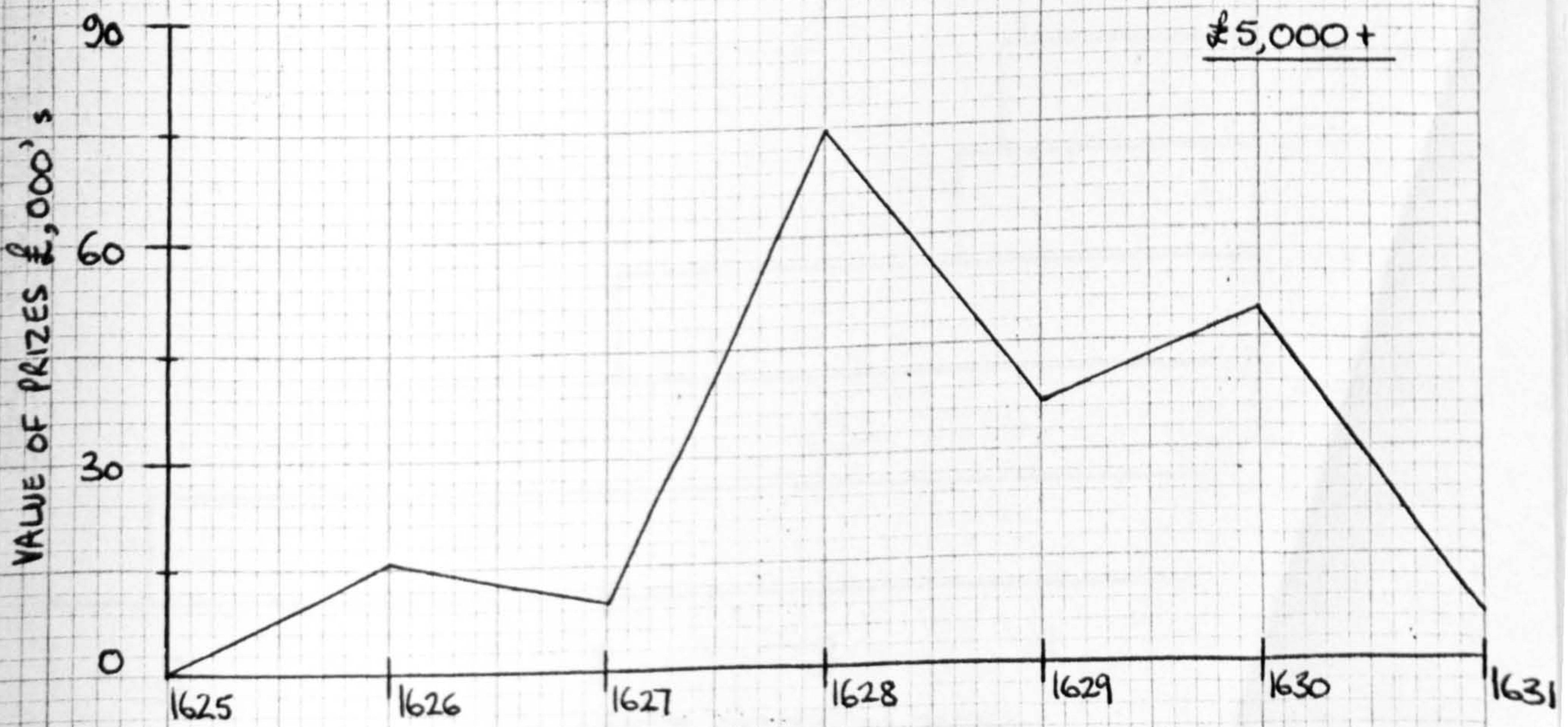
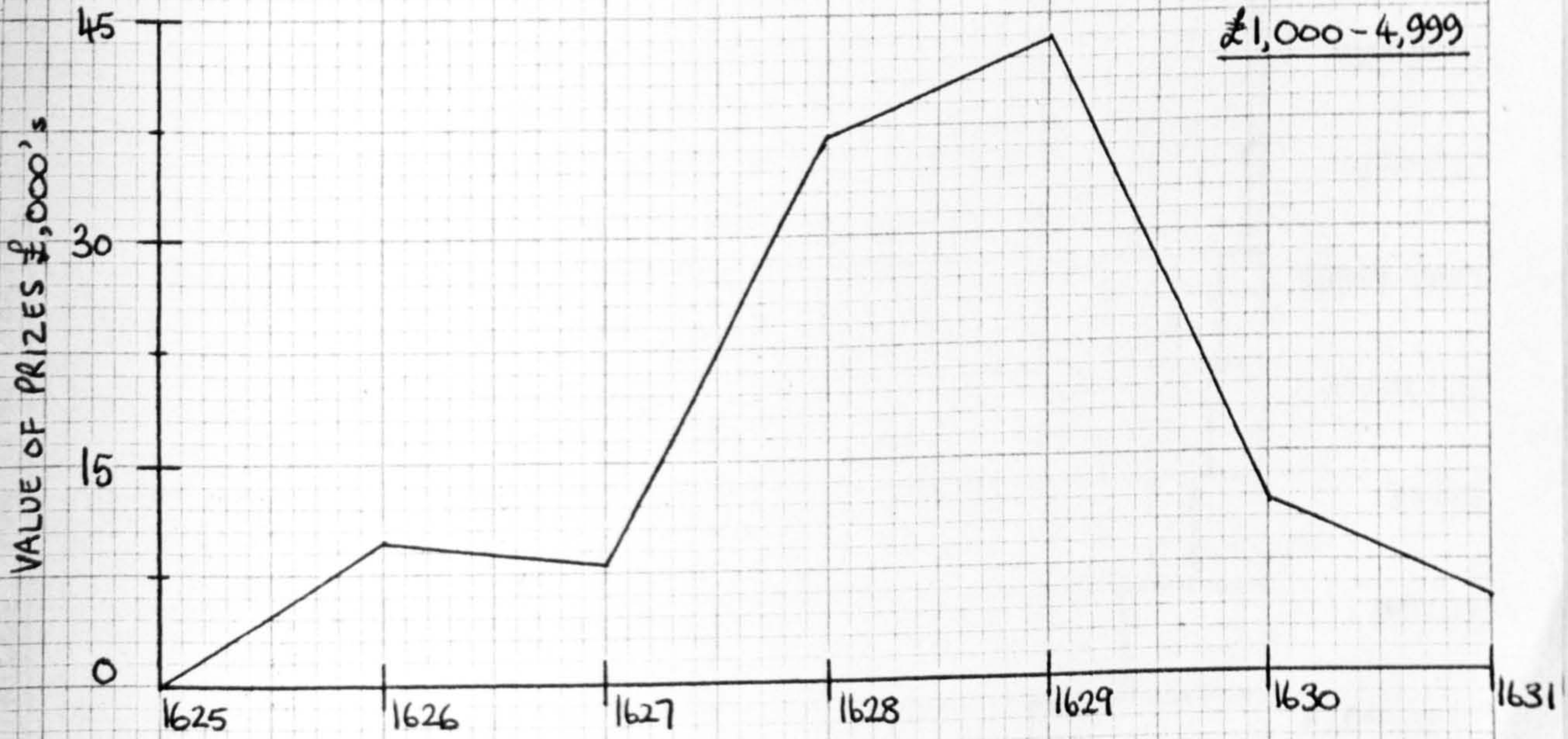
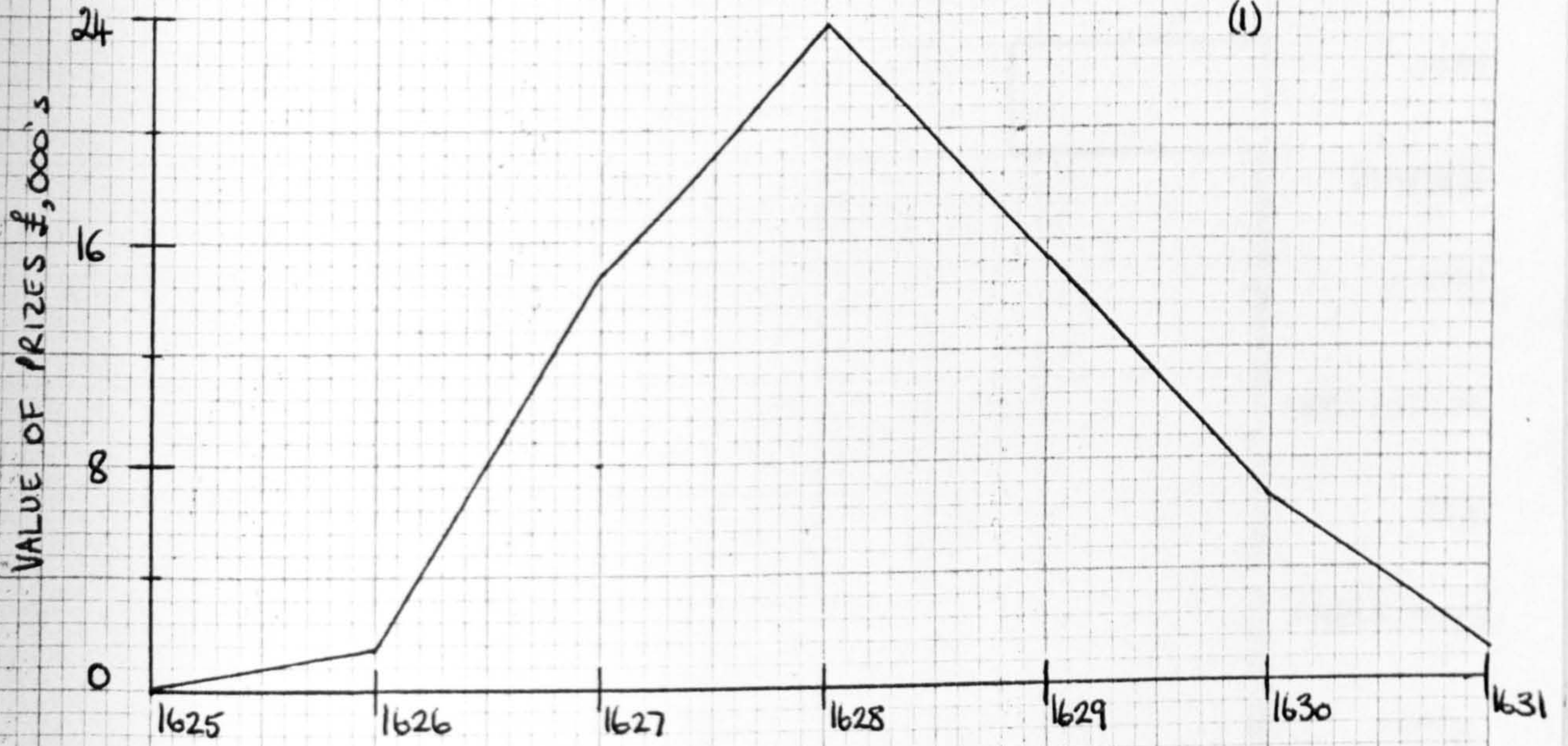




FIGURE 4:12: VALUE OF PRIZES FOR THE PORTS.

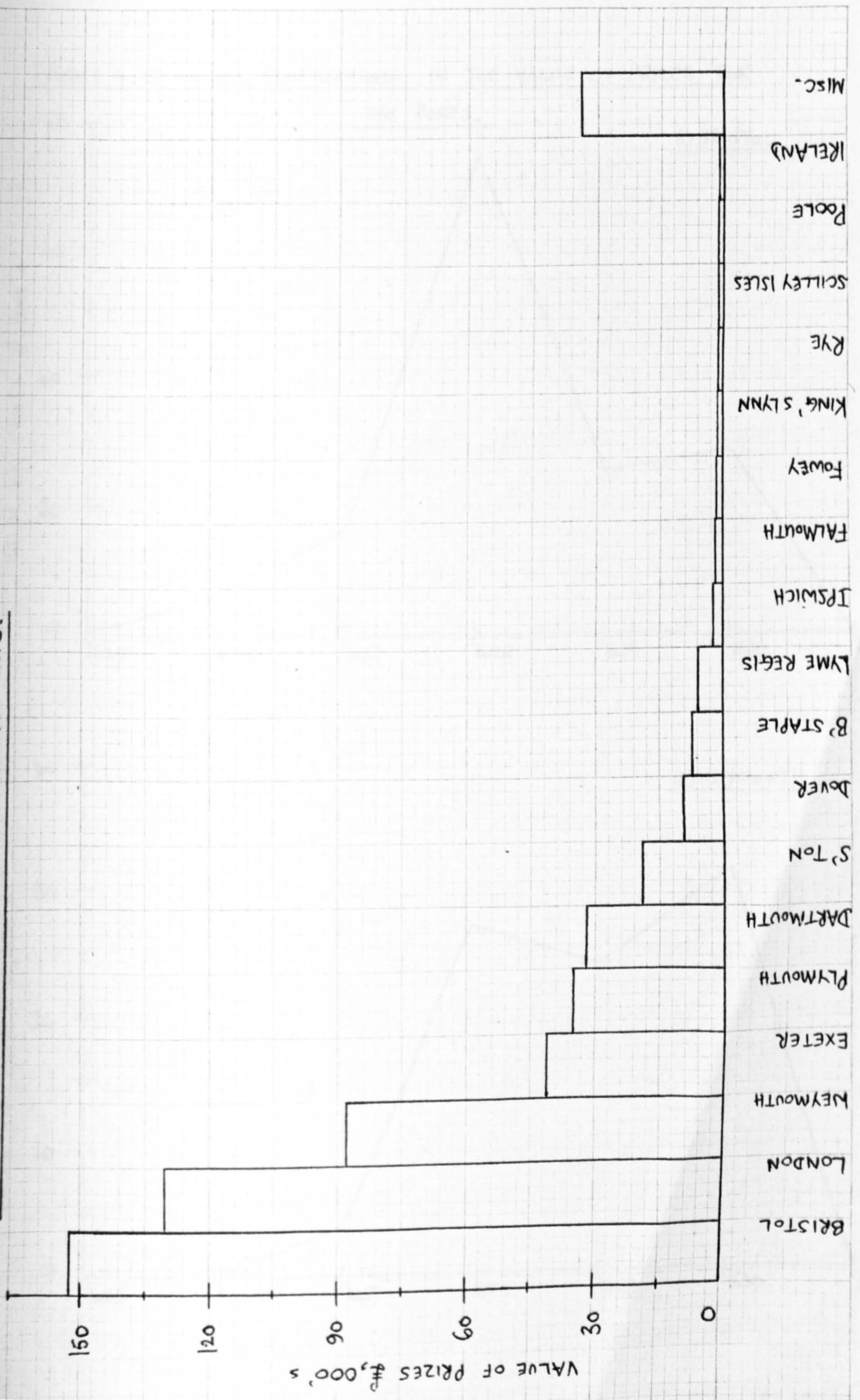
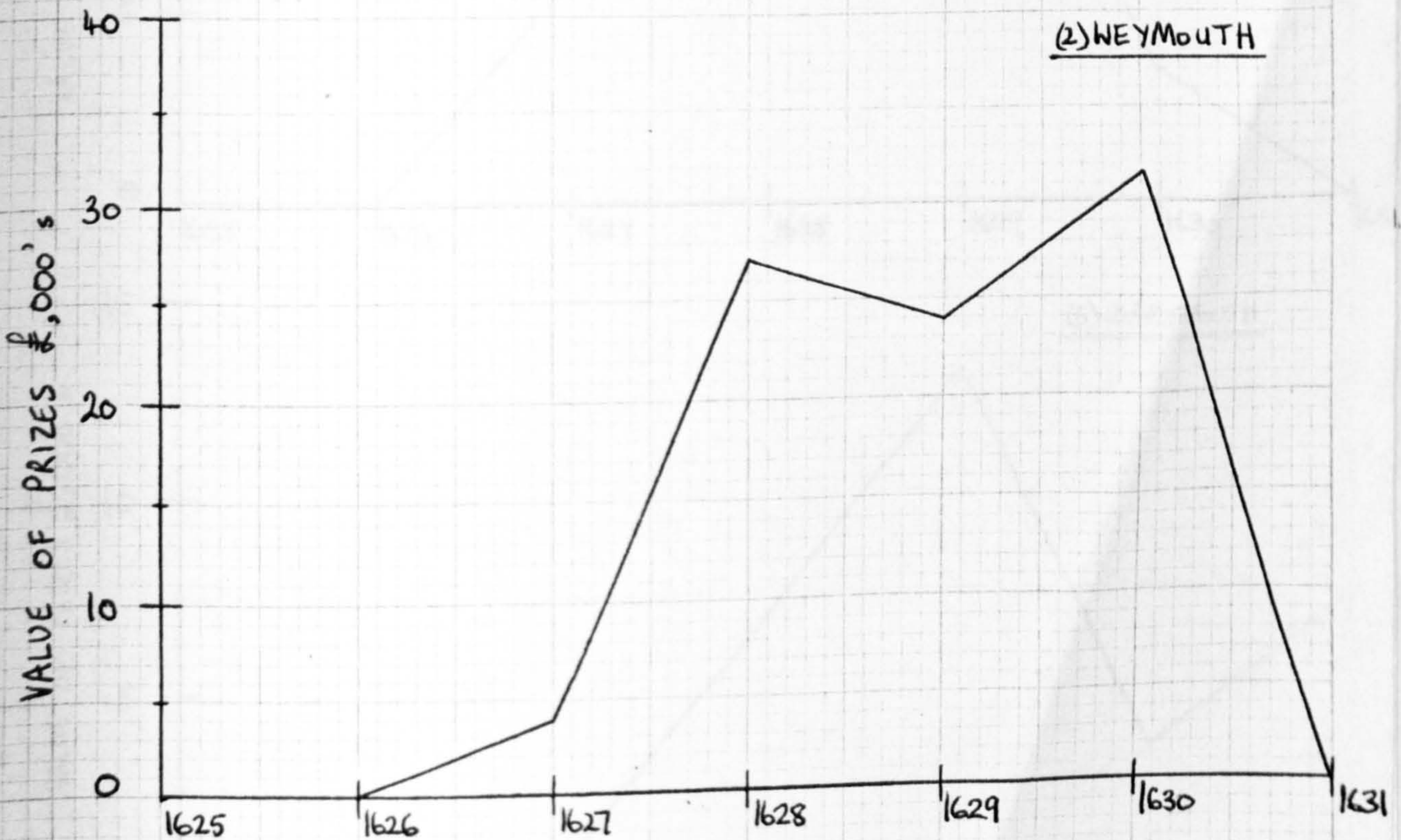
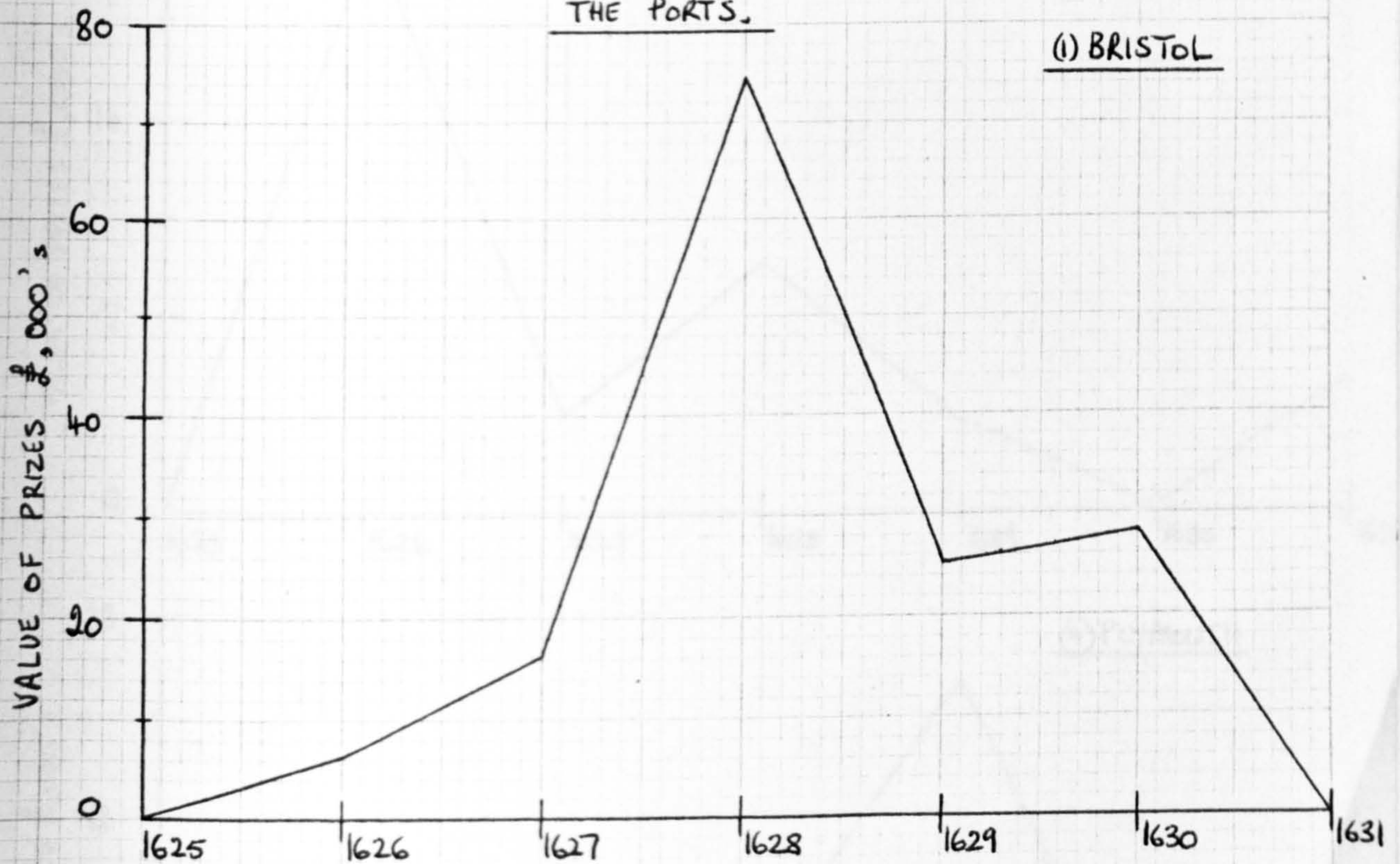




FIGURE 4.13: ANNUAL FLUCTUATIONS IN THE VALUE OF PRIZES FOR

THE PORTS,

(1) BRISTOL





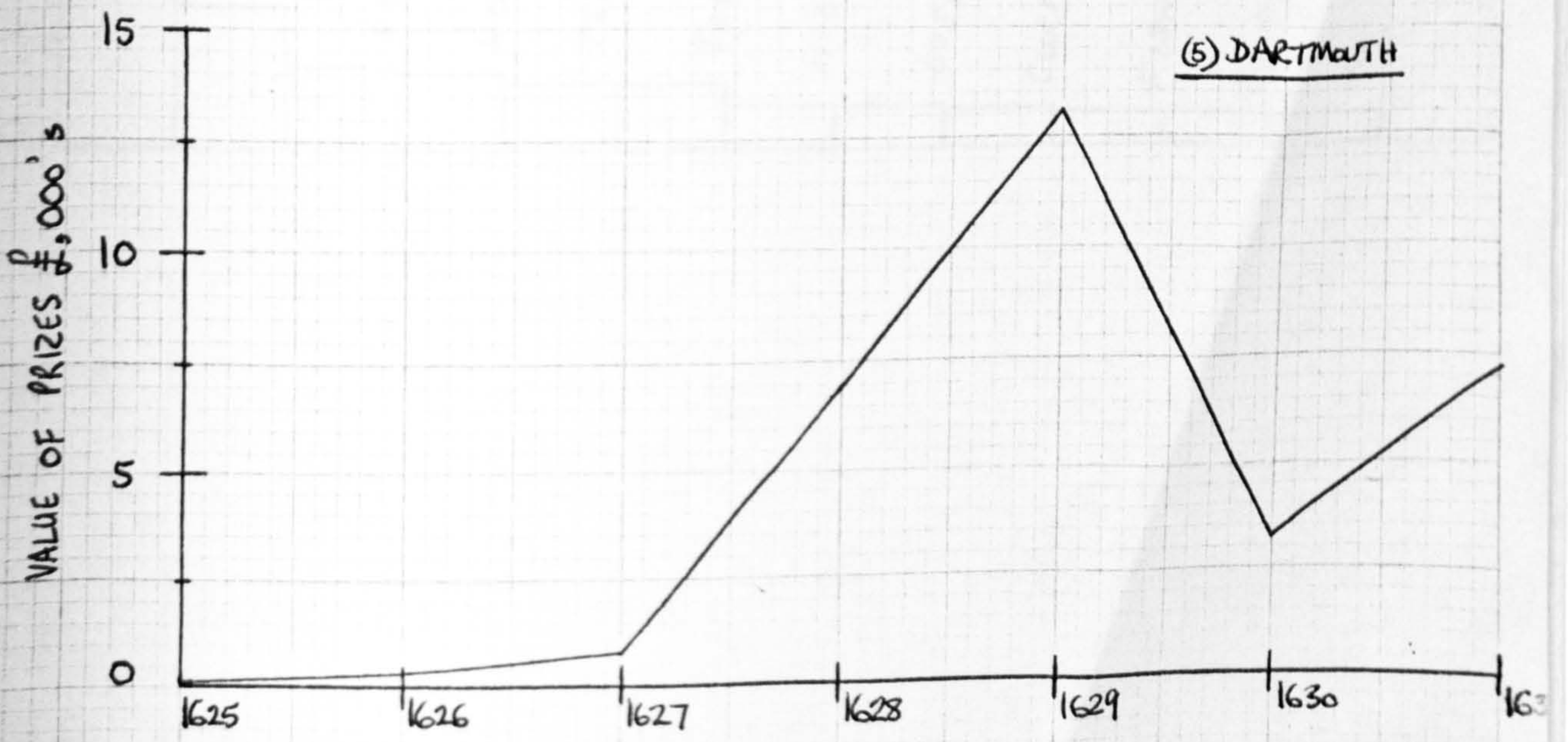
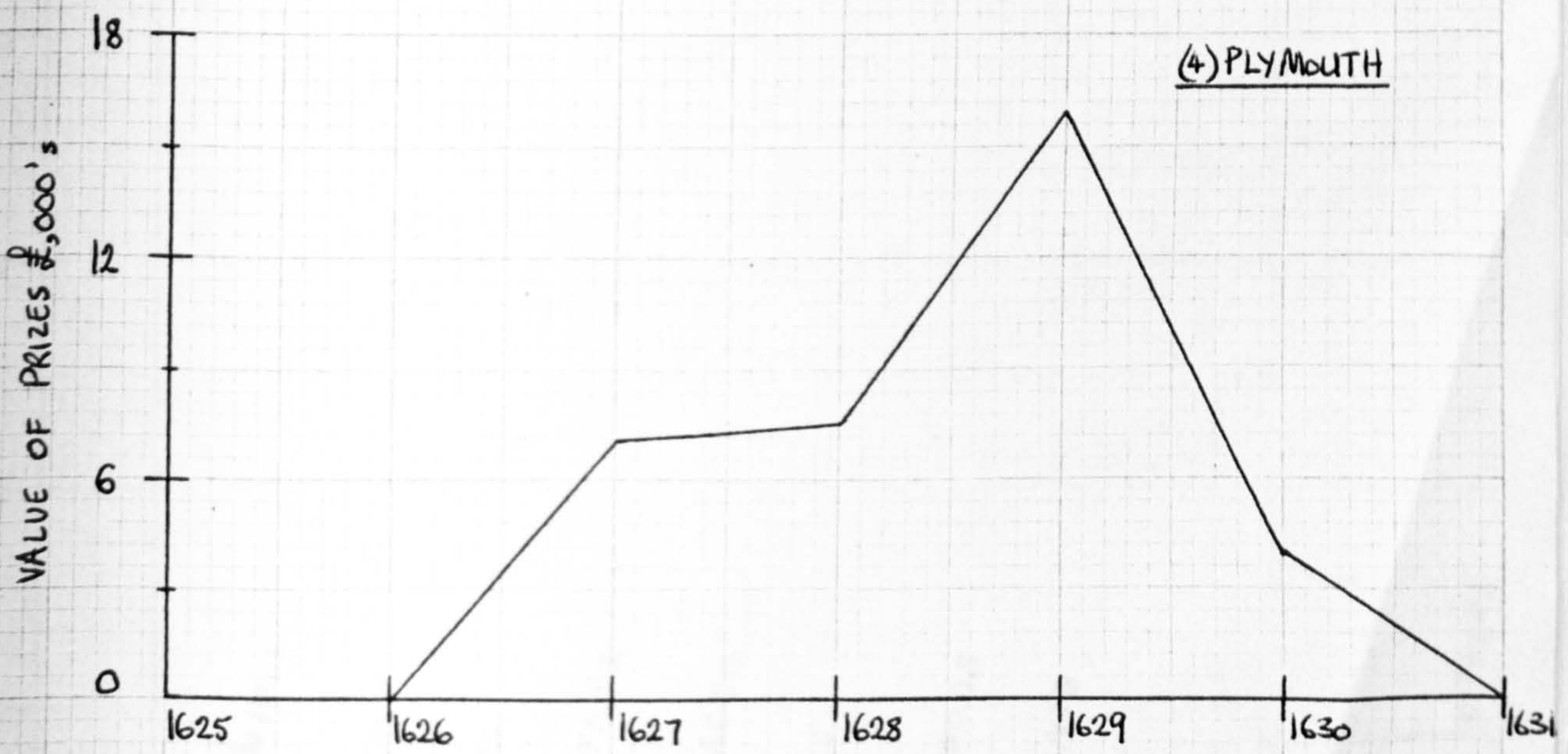
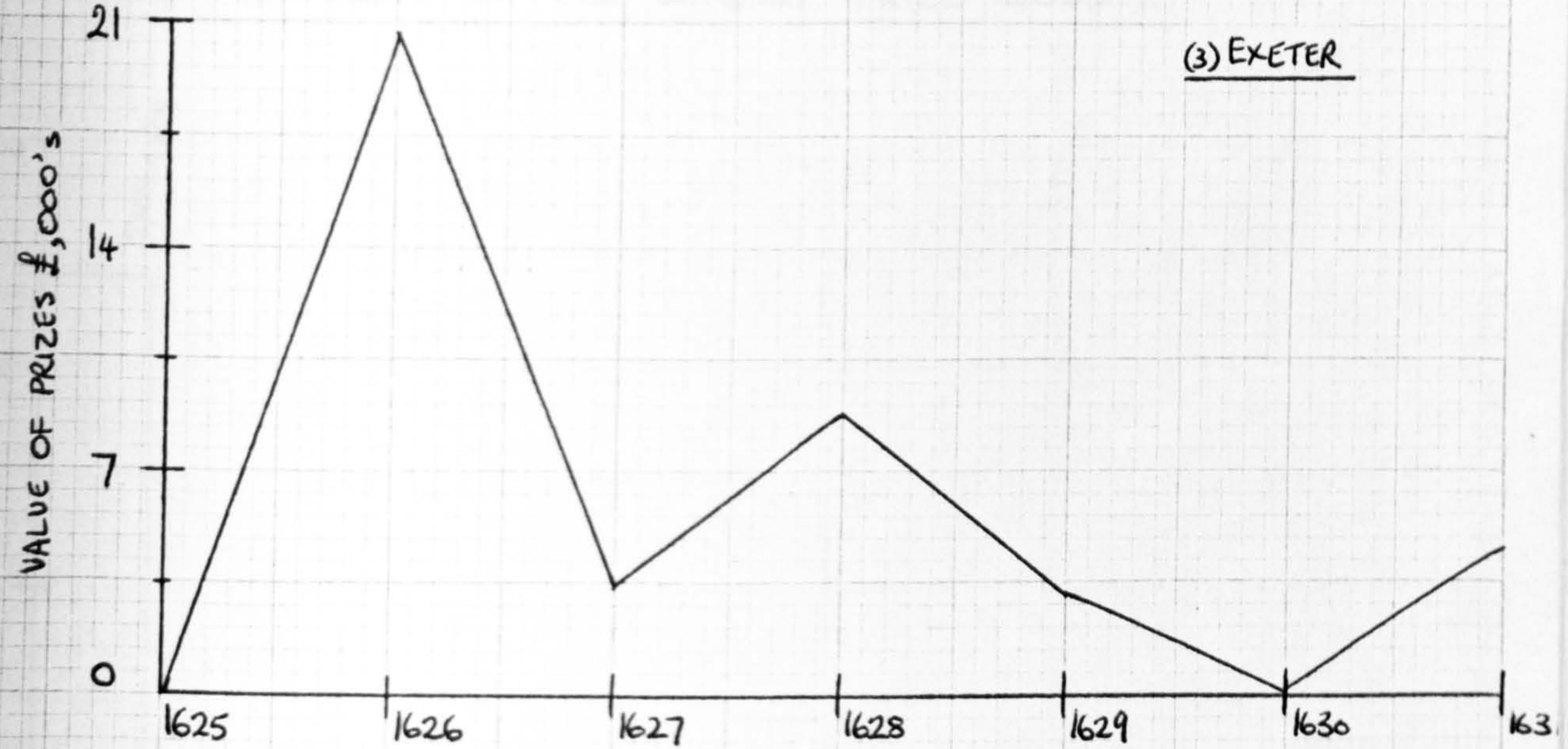




FIGURE 4.14 : VALUE OF THE LEADING PRIZE GOODS.

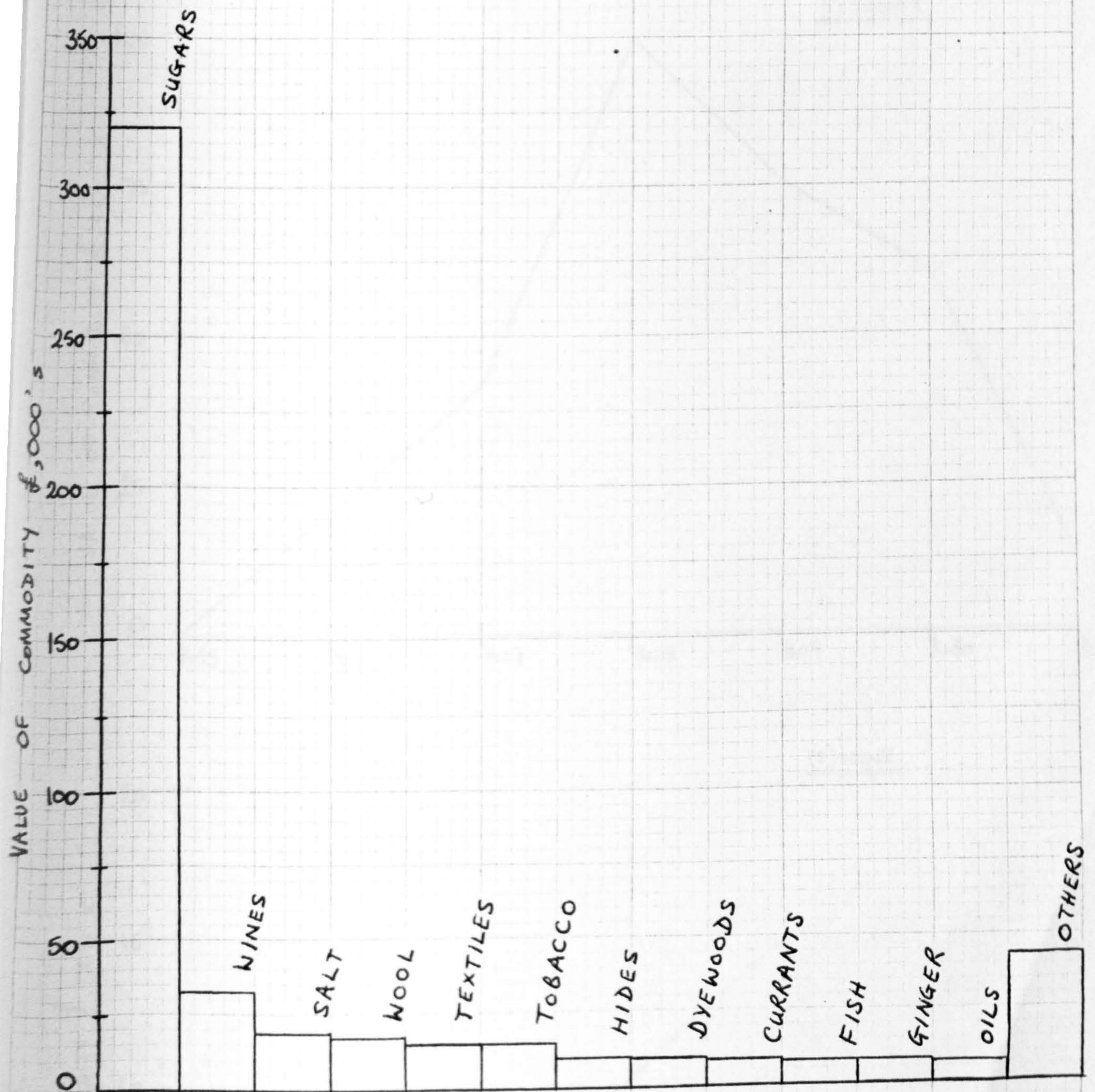
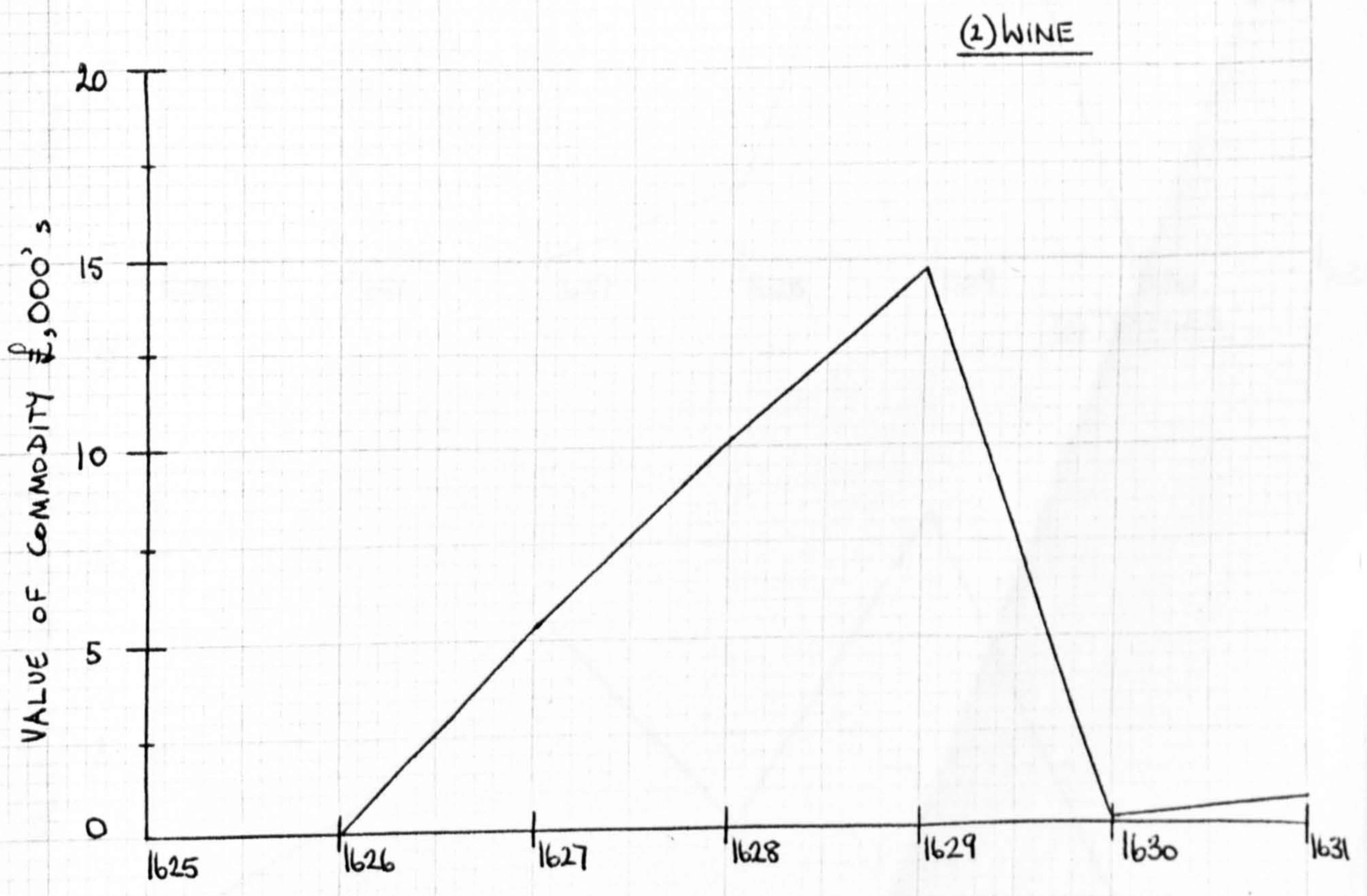
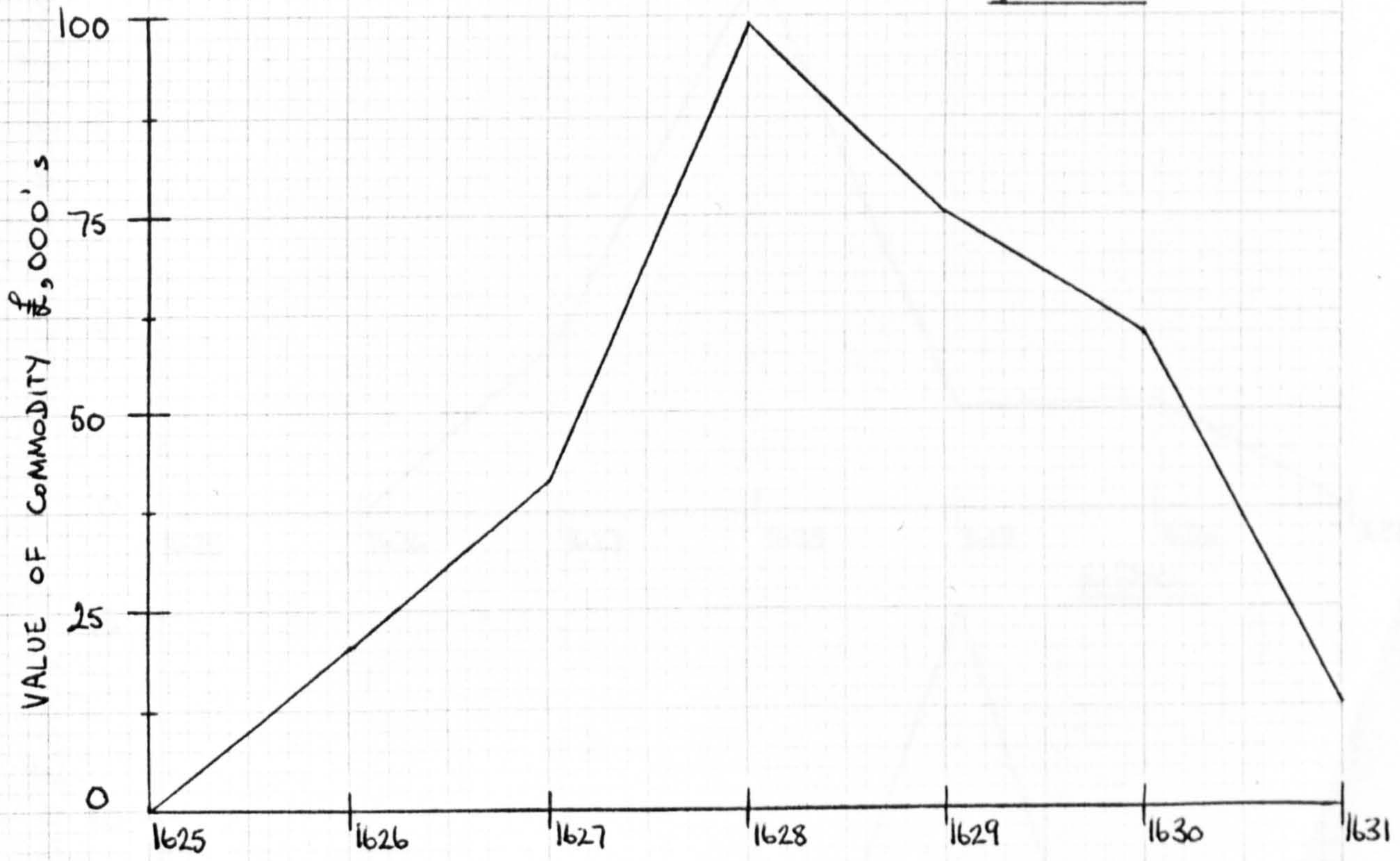
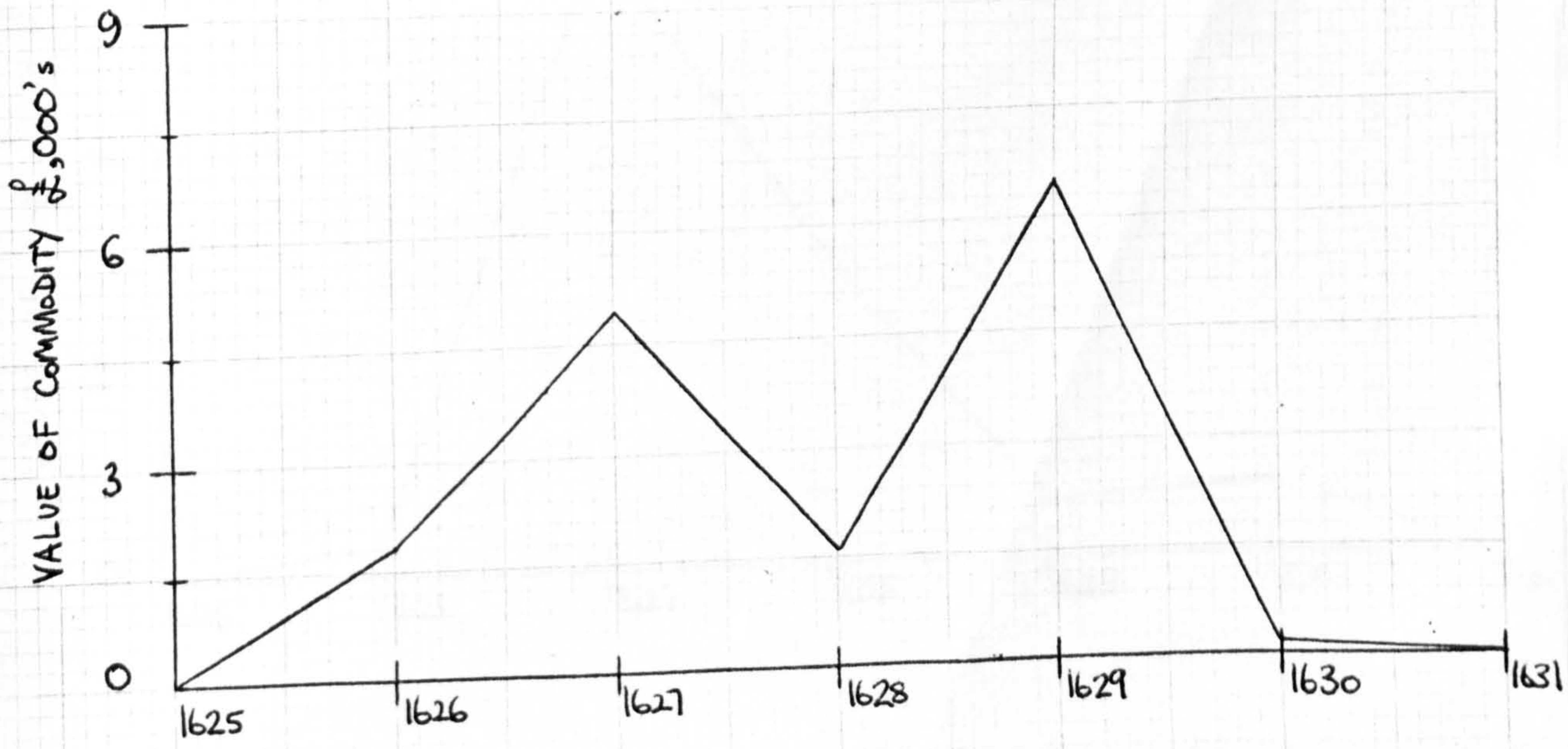
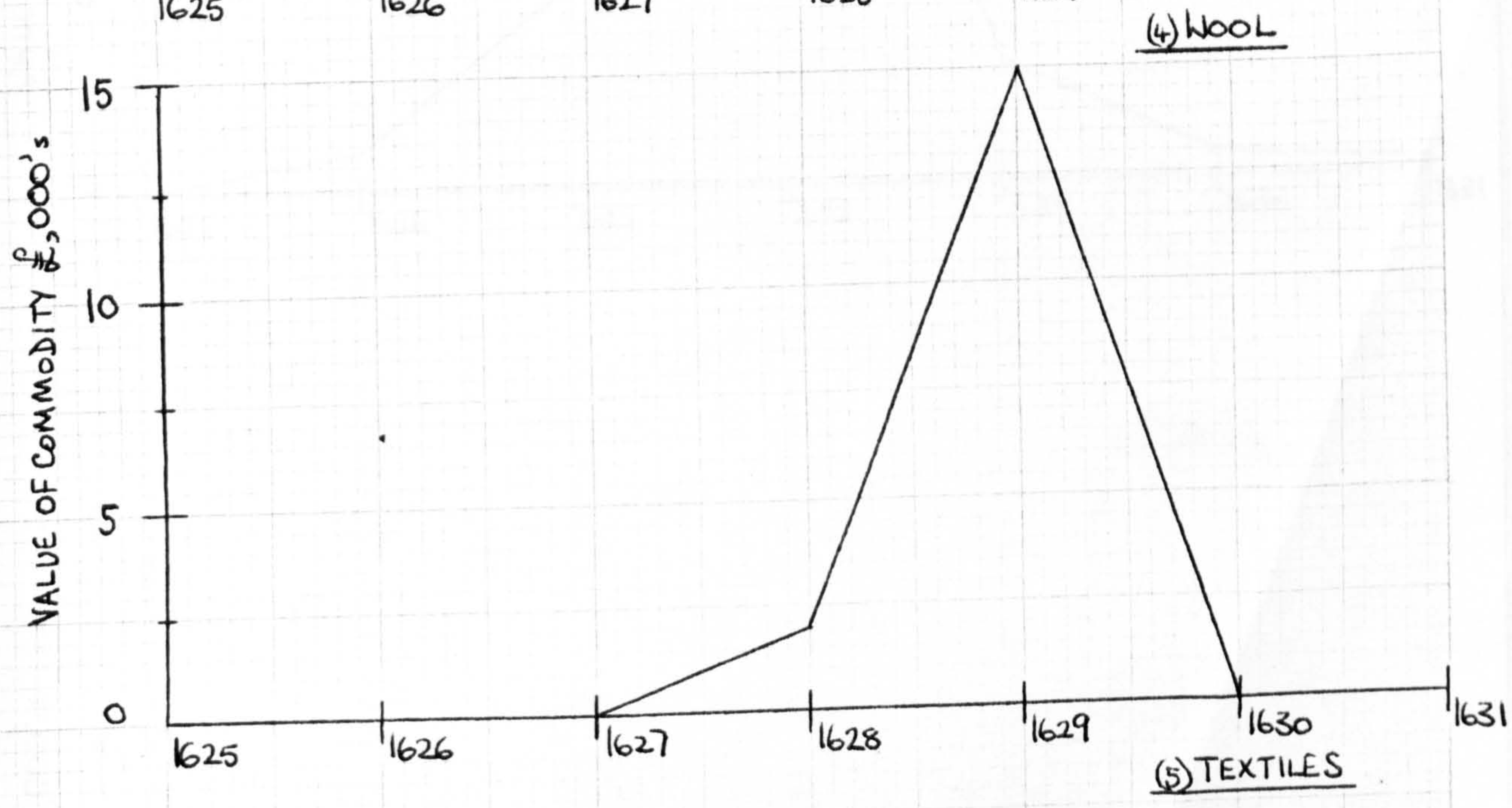
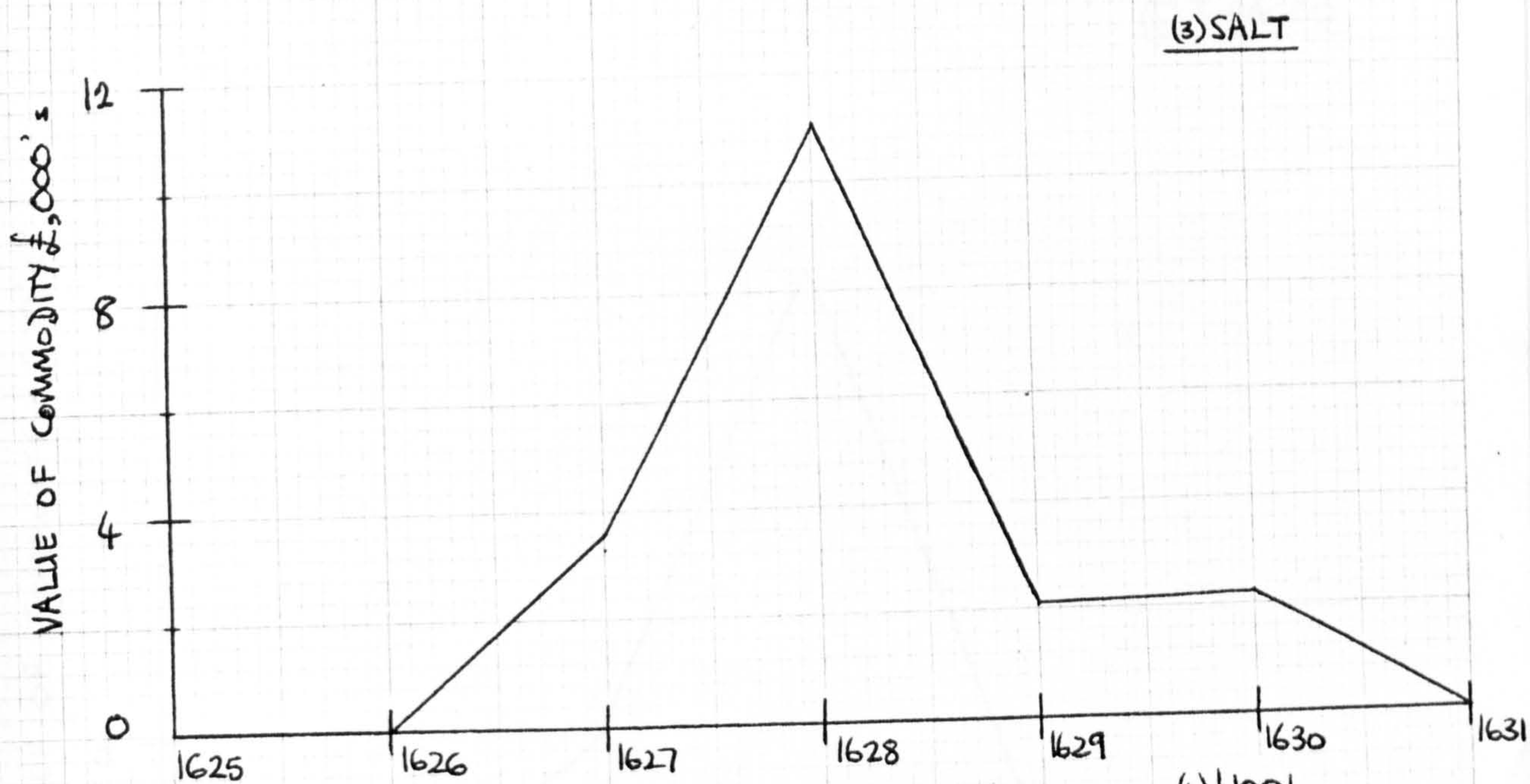




FIGURE 4.15= ANNUAL FLUCTUATIONS IN THE VALUE OF LEADING PRIZE GOODS.

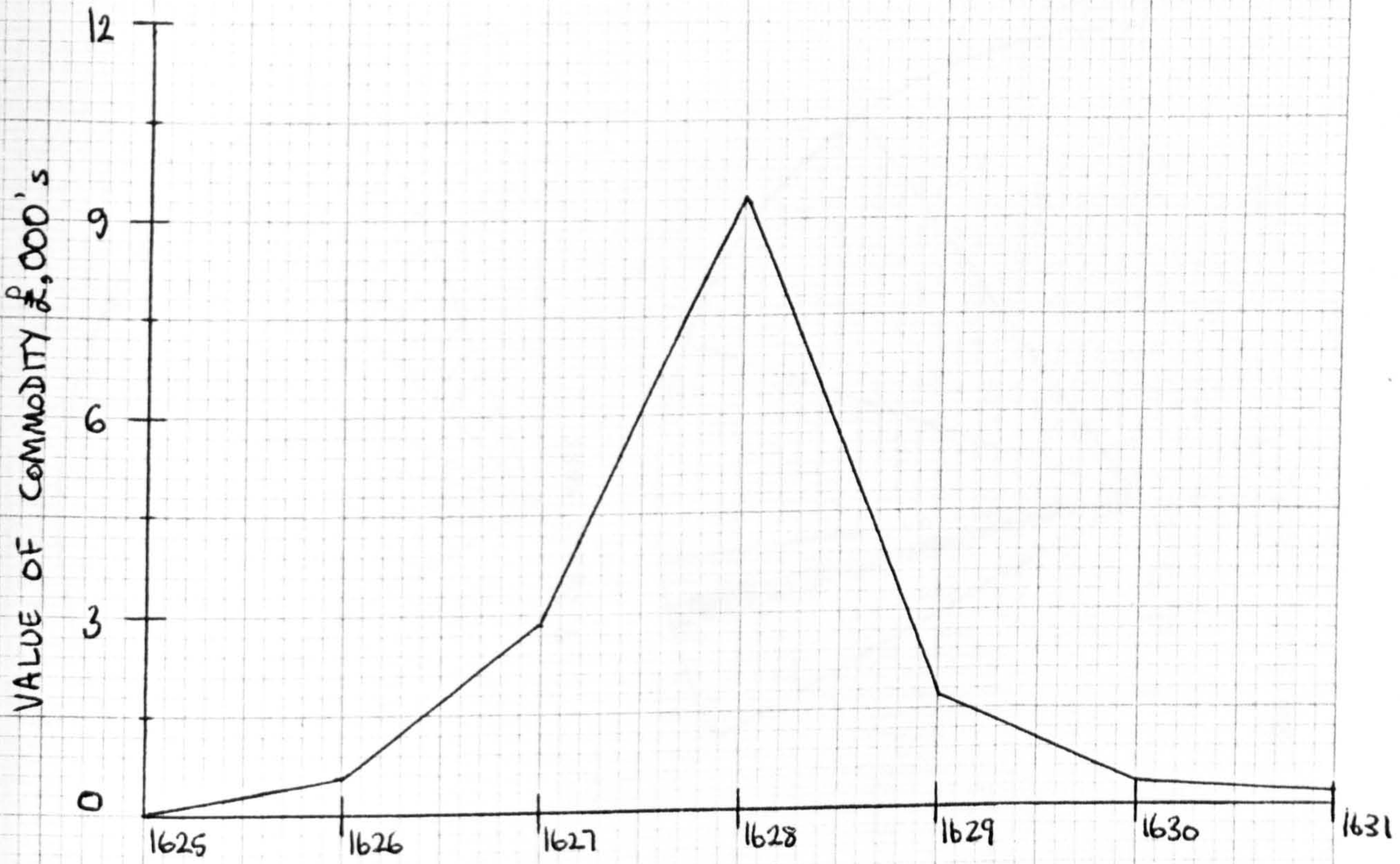








(6) TOBACCO



(7) HIDES

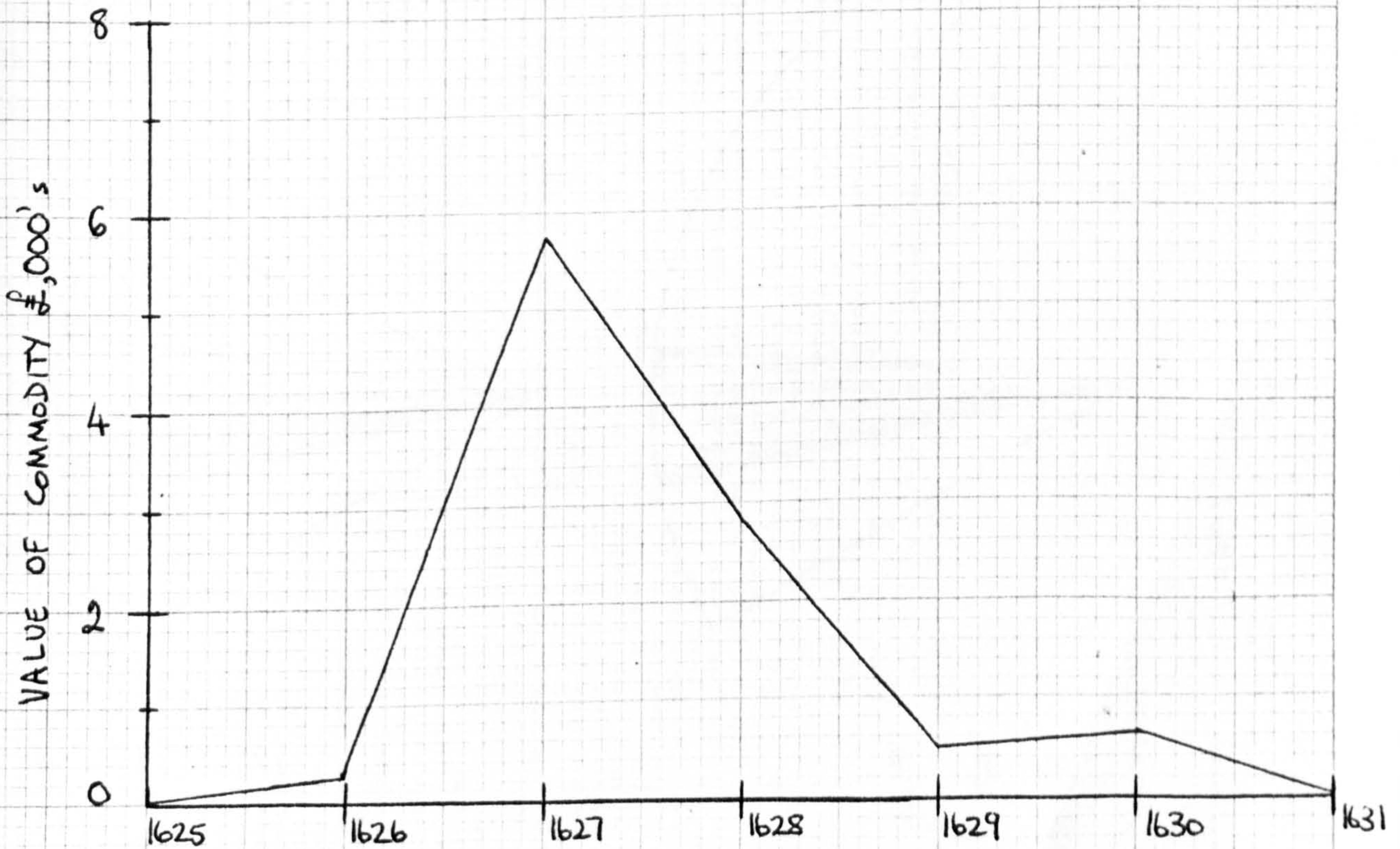
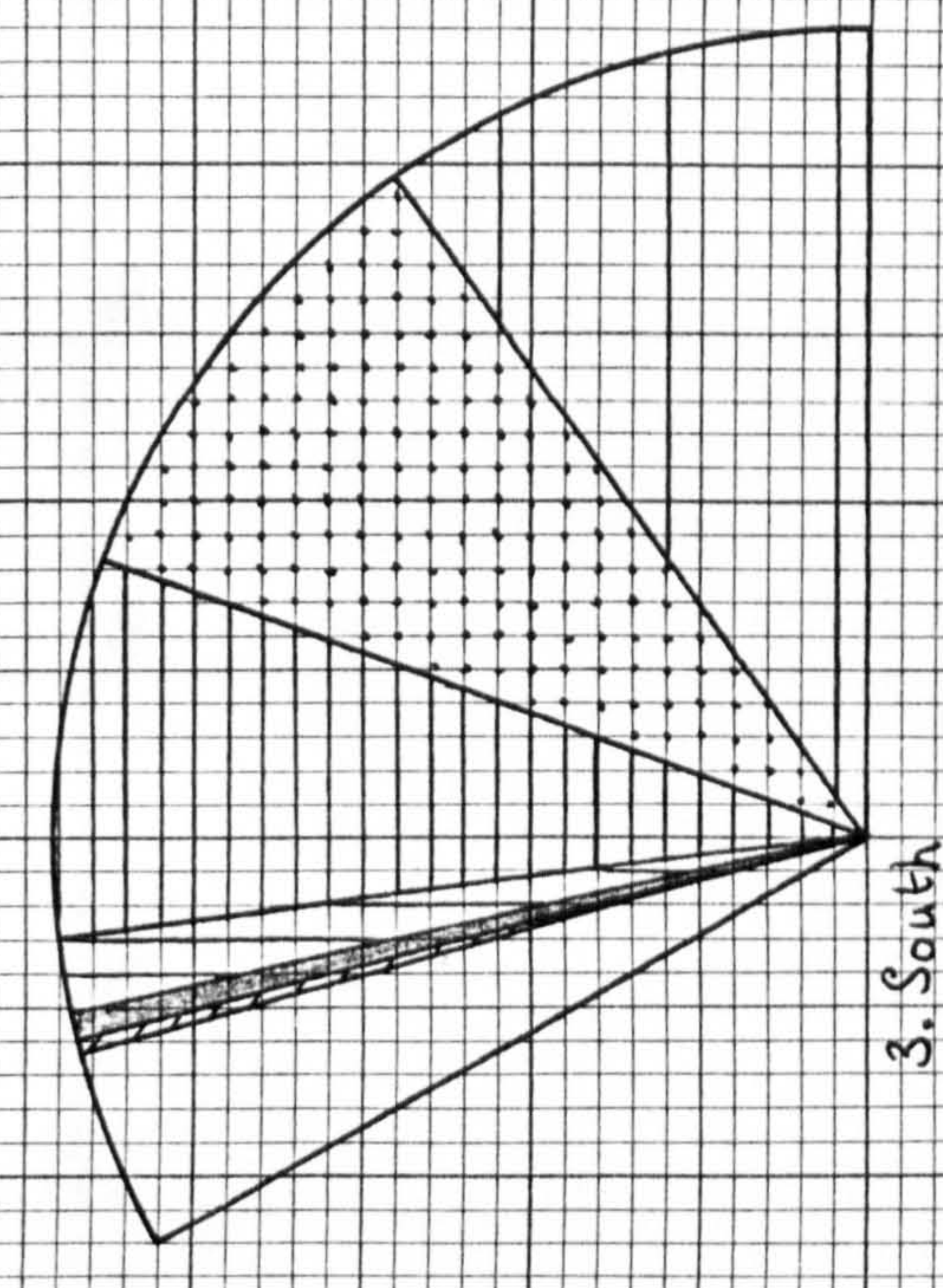
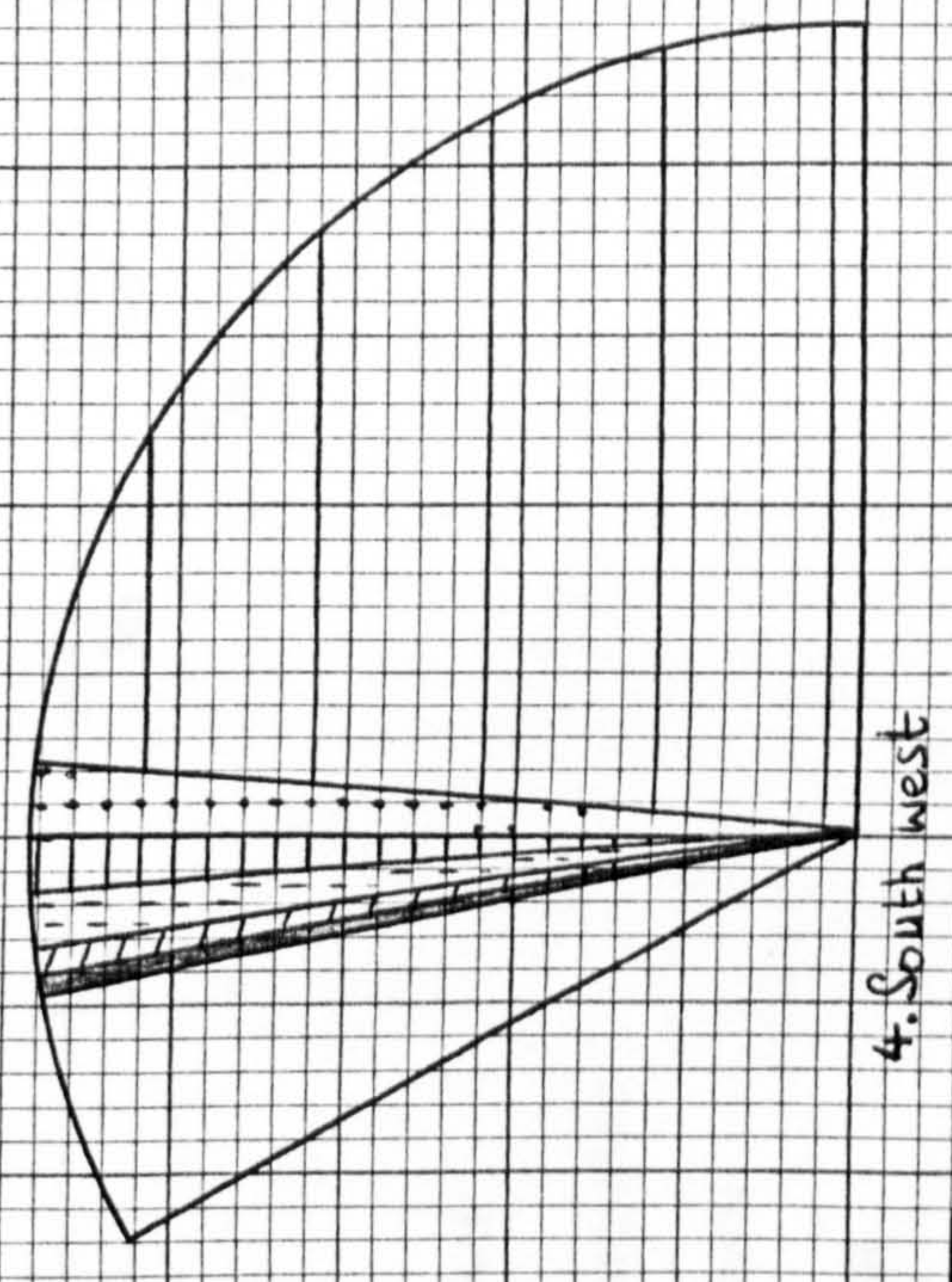
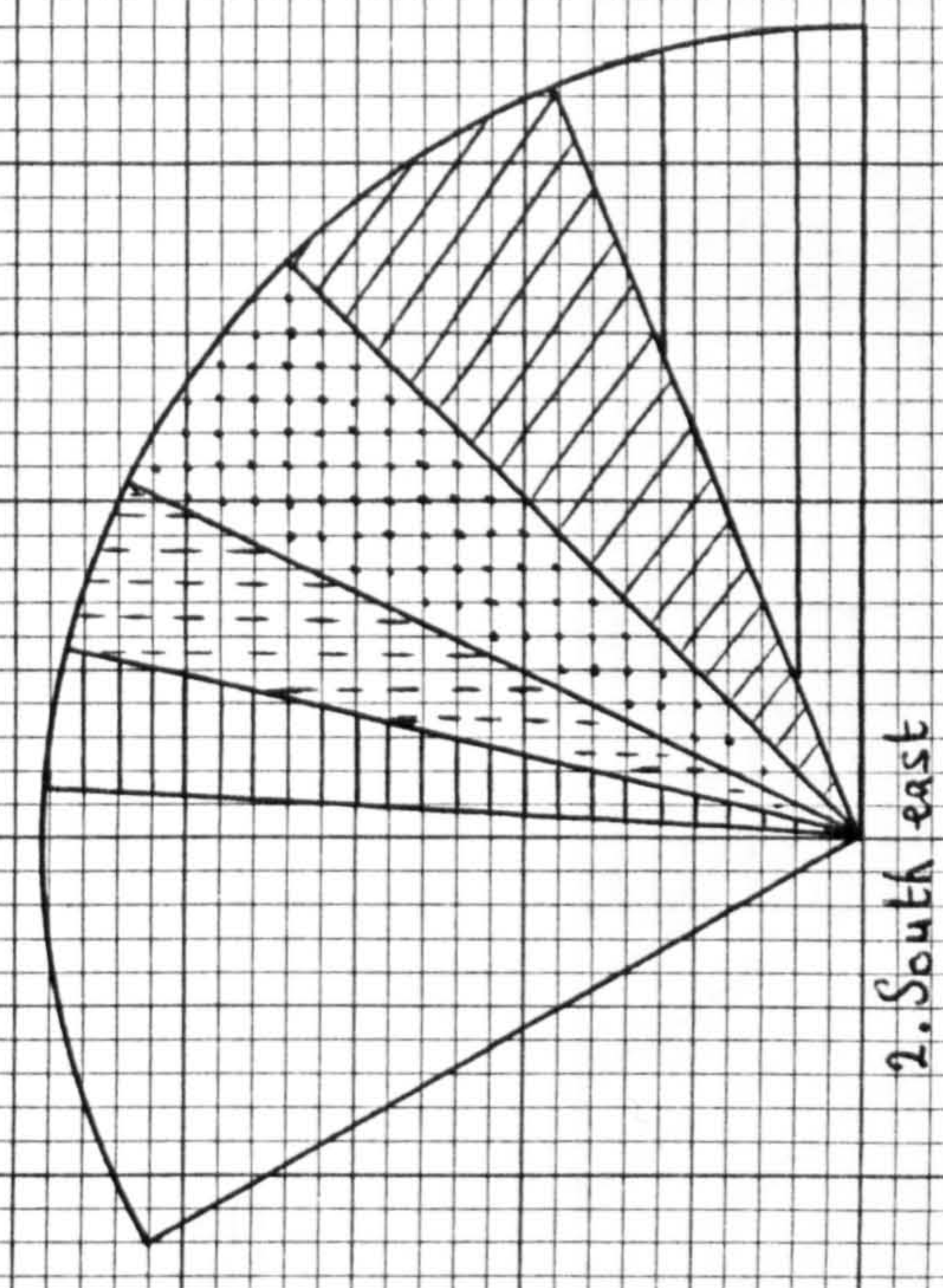
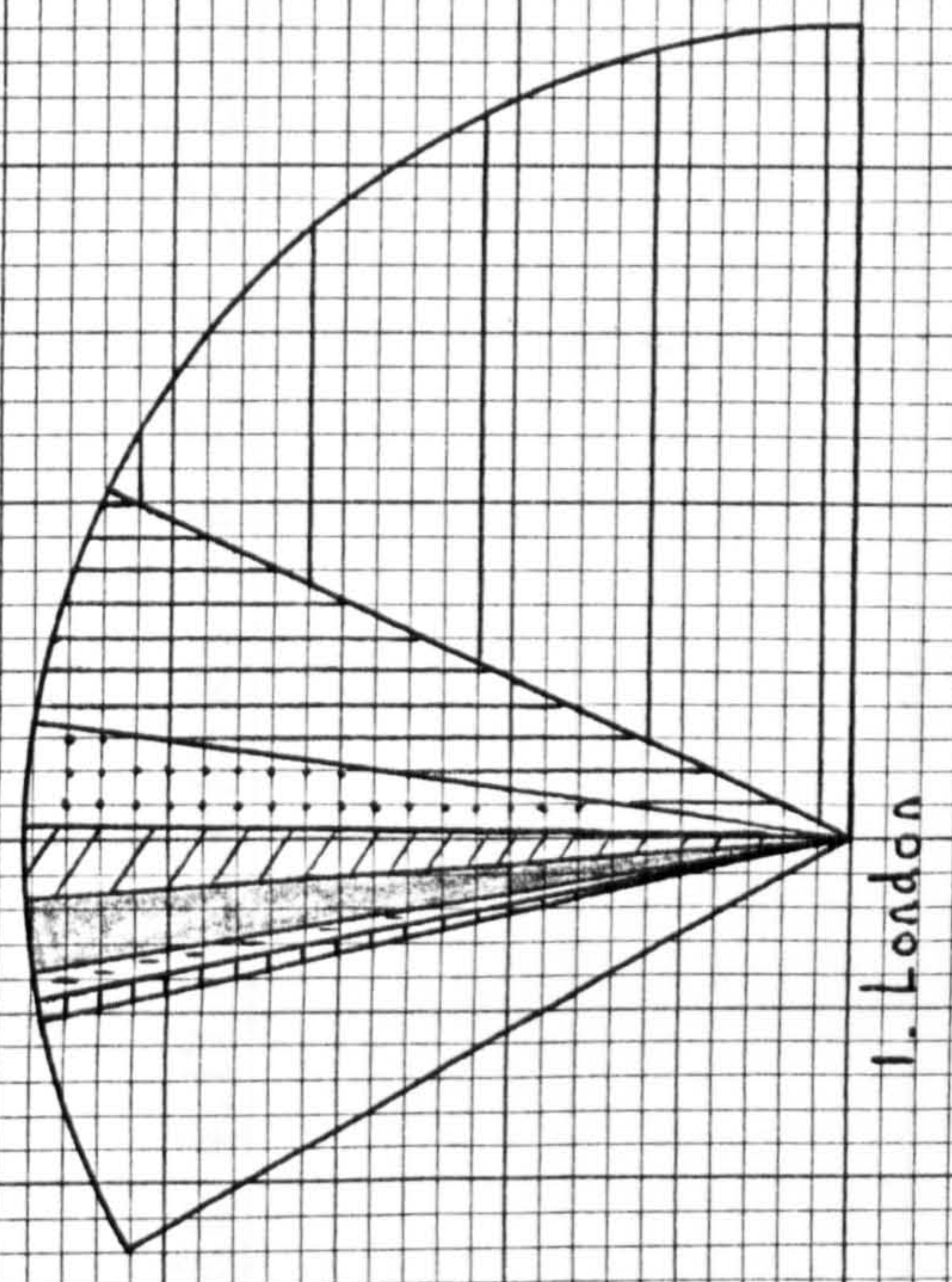




FIGURE 4.16 = REGIONAL DISTRIBUTIONS OF LEADING PRIZE GOODS.



KEY:

[Horizontal lines] = SUGAR

[Vertical lines] = WOOL

[Dotted pattern] = WINE

[Diagonal lines] = TEXTILES

[Stippled pattern] = HIDES

[Cross-hatch pattern] = TOBACCO

[White box] = SALT

[White box] = OTHERS

(AS % AGES OF REGIONAL TOTALS)



FIGURE 4.17: COUNTRY OR PORT OF ORIGIN OF PRIZES.

