

Appendix 6: The Histories of the Bristol Ships

The following appendix consists of the histories of all the Bristol ships known to have operated between 1539 and 1546. It also contains the histories of two ships, The *Trinity* of Caerleon and the *Mary Fortune* of Gloucester that were owned by Bristol men or by individuals who were intimately connected with the city's commercial community. The main sources for this study were the customs accounts, John Smyth's ledger and State Papers. At the beginning of each history, the size of the ship is estimated in tons burden and the owners of the ship are given. The following sections explain how these were determined.

Estimating the size of ships

The size of ship in tons burden represented the number of tons of Bordeaux wine a ship could carry in its hold. This was equivalent to 2,240 lbs. or 40 cubic foot of capacity.¹ The starting point for estimating the size of Bristol's ships were the naval records of 3 August 1545, which record the tonnage of seven Bristol owned ships.² Since the Crown needed to know the exact tonnage of ships, so that it could calculate hire fees and determine what a ship could carry, these estimates are likely to have been accurate. However, since the navy calculated the tonnage of ships in a different way to merchants, it is necessary to convert the naval estimates into a figure for tons burden. By the late sixteenth century the navy calculated the tonnage of a ship by adding one third to its size in tons burden.³ This also appears to have been true in the 1540s. For instance, while Nicholas Thorn stated that the *Saviour* of Bristol was of the portage of 250 tons when engaged in commercial activities, on 3 August 1545 its size was recorded as 340 tons (36% greater).⁴ The size of the seven Bristol owned ships recorded in the naval list of 3 August 1545, was thus calculated by multiplying the naval estimate by 0.75. A similar conversion was made for the *Mary Bride* of Bristol, since its size by naval estimate is also known.⁵ However, although such conversions provide a fairly reliable indication of the size of eight ships in the Bristol marine, it does not help to determine the size

¹ D. Burwash, *English Merchant Shipping, 1460-1540* (Toronto, 1947), pp. 90-95.

² App. 6: the *Harry*, *Margaret*, *Mary Conception*, *Mary James*, *Saviour* and *Trinity* of Bristol, and the *Trinity* of Caerleon.

³ W. Salisbury, 'Early tonnage measurement in England', *Mariners Mirror*, Vol. LII (1966) p. 44-45.

⁴ App. 6, c. 1535; 3 August 1545.

⁵ App. 6, 1536.

of the remainder. To throw light on this matter it is necessary to employ the customs accounts.

Estimating the size of a ship from the customs account presents considerable difficulties. This is both because ships did not always sail fully laden and because what was laded on a ship did not always correspond with what the customs officers recorded. When the customs accounts are compared to the sizes of the ships based on naval records, it becomes clear that ships entered Bristol with cargoes that could be either more, or considerably less, than their supposed size in tons burden. For instance, the size of cargoes recorded on the return of the *Trinity* of Bristol is recorded in the customs accounts on eight occasions. The total size of the cargo varies between 83 to 129 tons, yet on the basis of the naval records the ship would have been 112.5 tons burden.⁶ What is notable about the amounts imported into Bristol is that the smaller cargoes were nearly always of wine while the large cargoes were always of iron. The main reason for the discrepancy in the case of wine was that ullage (leakage in transit) of liquid goods could result in the loss of 10% or more of a cargo.⁷ It is less clear why ships laden with iron could carry 10-15% more than their estimated size in tons burden. However, since a hundred tons of iron would only have occupied a fraction of the space occupied by a hundred tons of wine, an iron cargo could certainly have been laded lower in a ship's hold than a cargo of wine.⁸ Since this would have added to the stability of a ship, it seems possible that a ship could safely carry a greater weight of iron than it could of wine.⁹

Since there are major differences between what the customs accounts state a ship was laded with and what its nominal size in tons burden was, the customs account can give only a rough

⁶ App. 6, *Trinity* of Bristol - 22 December 1536, 84.6 tuns wine, 6.3 tons iron, 2.9 tons rosin and pitch (93.8 tons); 26 May 1537, 82.8 tuns wine, 12.5 tons iron, 7.2 tons woad (102.5 tons); 7 August 1537, 128 tons iron, 1 tun wine (129 tons); 28 November 1541, 88.8 tuns wine; 13 April 1542, 125 tons iron; 14 August 1542, 122 tons iron; 13 February 1543, 70 tuns wine, 11.5 tuns oil, 0.75 tons soap, 0.3 tons alum (82.6 tons); 24 March 1544, 119.8 tons iron, 0.4 tons woad (120.2 tons).

⁷ This is apparent from contemporary estimates of wine loss and from John Smyth's ledger. For a fuller discussion, see Chapter 2, pp. 42-43. See also the comparisons between Smyth's records of what was laded on the *Trinity* and the records of the customs officers: App. 6, *Trinity* of Bristol, 22 December 1536; 28 November 1541; 13 April 1542; 14 August 1542; 13 February 1543; 24 March 1544.

⁸ The discrepancy does not appear to have been due to the use of different weights, since a ton of iron weighed 2,240 lb.: see, App. 1, 'Iron'.

⁹ This may have been particularly true of the 'round' ships used at this time. It is, for instance, noteworthy that when the John Cabot's, *Matthew* of Bristol, was reconstructed for the commemoration of the 1497 voyage, the builders had to fix strips of lead to its keel in order to stabilise the ship: verbal communication, Colin Mudie, naval architect.

impression of the size of a ship. However, for the purposes of this thesis this is sufficient, for a highly accurate estimate of ship sizes based on the customs accounts was not necessary for any of the arguments presented in this thesis.¹⁰ The following guidelines were used for estimating the size of ships.

The size of ships was estimated from the largest cargoes recorded in the customs accounts. If a cargo was wine, it was assumed that the size in tons burden was 10% greater than that recorded in the customs accounts. If the cargo was largely of iron, it was assumed that the size in tons burden was 10% less than that recorded. The estimated size of most of the specialised Irish traders is based on the size of herring cargoes. This is because ships frequently sailed into Bristol with cargoes that consisted almost entirely of herring and it is known that the herring-barrel was the same size as the wine-barrel.¹¹ By adopting the above measures and weightings it is possible to achieve a rough estimate of the size of a ship. When a size estimate is provided, a date is also given (in brackets) to indicate the evidence on which the estimate was based. Nevertheless, it must be stressed that the estimates based on the customs accounts are rough ones and the methodology employed almost certainly underestimates the size of some ships.

The ownership of ships

In most cases the name of a ship's owner is based on John Smyth's ledger. When Smyth bought freight space on a Bristol ship he almost always mentions the owner or owners in his ledger and at other points in his ledger he sometimes refers to a ship as being, for instance, 'John Gorneys Brytton', 'Robert Pooles ship', or the 'Trynte of Wales Master Jones ship'.¹² In some other cases the ownership of a ship can be determined from petitions to the Crown or from surviving legal documents such as court records or wills. In a few cases it is possible to guess who the owner of a ship was from the ship's name.¹³ Although some ships can be

¹⁰ The main use of this data was in Chapter 1, Table 1.2, where it was shown that there was a correlation between the size of ships and the trades they operated in. However, even if all the specialised Irish traders were twice the size that is suggested here and the specialised Continental traders were all no larger than their largest recorded wine cargoes, this would still be true.

¹¹ The barrel of herring was equivalent to 32 wine gallons (1/8th tun) from the early 15th century to the 20th century: R. D. Connor, *The Weights and Measures of England* (London, 1987), pp. 173-74.

¹² App. 6, *Briton* of Bristol, November 1541; *Mary Fortune* of Gloucester, 27 August 1541; *Trinity* of Caerleon, 6 April 1540.

¹³ App. 6, *Trinity More* of Bristol; *Trinity Gelly* of Bristol.

shown to have had multiple owners, and some may have had part-owners who are not mentioned in the available documents, many were clearly owned outright by a single merchant. For instance, Nicholas Thorn's petition to the Crown makes it clear that the *Saviour* was bought outright by his brother, William Shipman's will indicates that he owned the whole of the *Mary Christopher*, and John Smyth certainly owned the *Trinity* outright.¹⁴

Special Abbreviations used in Appendix Six

S.55	Vanes (ed.), <i>The Ledger of John Smythe 1538-1550</i> , fo. 55 etc.
E122 21/10	P.R.O. E 122 21/10 etc.
[Continent]	The place a ship was assumed to be sailing to, or from, for the purposes of the computerised database.
[Ireland]	The place a ship was assumed to be sailing to, or from, for the purposes of the computerised database.

¹⁴ App. 6, *Saviour* of Bristol, c.1535; *Mary Christopher* of Bristol, 3 August 1539. In the case of the *Trinity*, it may be noted that Smyth always referred to it as 'my ship' (e.g. inventory of 1539), never mentioned the dispersment of freight receipts to other merchants and when he sold the ship to the Crown he was the sole beneficiary of the warrant for its sale, 20 March 1546.

THE *ANNE* OF BRISTOL

Size: unknown

Owner: unknown

6 July 1543

Return of the *Anne* of Bristol, master John Morris, carrying 120 yards of check cloth belonging to Richard More: E122 199/4. [Ireland]

THE *BARK SEYMER* OF BRISTOL

Size: > 30 tons burden

Owner: unknown

21 June 1546

Departure of the *Bark Seymer* of Bristol, master John Boysher, carrying 2 tons lead and 28 wey coal belonging to William Sheryngton: E122 21/15. [Continent]

THE *BRITON* [OF BRISTOL]

Size: > 10 tons burden (November/December 1540)

Owner: John Gorney, Bristol merchant. Owner of the *Mary George* by 1547

November/December 1540

Return of the *Brytton* from Andalusia. A sack wine account indicates that Smyth laded 3.5 tuns on the ship. It paid freight at 15s. per tun: S.114. Since Smyth records this payment in his sack account but does not note it in the personal credit account he held with John Gorney, Smyth must have paid the freight dues in cash: S.88.

November 1541

Loss of the *Briton*.

Smyth records that he laded 8 tuns of sack wine from Andalusia on 'John Gorneys Brytton'. Later in the account he notes that he paid for freight of 4 tuns in the *Brytton* @ 15s. per tun. On 12 January 1542 he notes that he received from 'Bastable [Barnstaple] of the 16 buttes wyne lost in the *Brytton* 12 buttes which owe for costes don at Bastable.' On 23 March he makes a further payment of 19s. to 'John Gorney for the *Brytton* for the ffreight of my wyne lost at Bastable': S.145.

These references suggest that the ship was lost, but some of the wine was recovered.

Note: In neither of the above cases does John Smyth record the freight dues in Gorney's personal account, although he had an account for Gorney during the years 1539-1548: S.88. This must indicate that Smyth paid Gorney the freight dues with cash on delivery, suggesting that a deferred payment had not been agreed.

THE *CLEMENT* OF BRISTOL

Size: unknown

Owner: unknown

21 June 1542

Return of the *Clement* of Bristol, master Dio Banghe, carrying 49 cwt. soap belonging to Morgan Mathew: E122 21/10. [Continent]

THE GREAT NICHOLAS OF BRISTOL

Size: unknown

Owner: William Sprat, a Bristol merchant and the owner of the *Jesus*.

15 April 1539

William Sprat buys from Smyth an escutcheon of the Kings arms to put afore the *Nicholas*'s stern: S.30.

28 April 1539

The *Gret Nycholas* is reported to be at Land End on the way to join the navy at Portsmouth: *L&P*, XIV I, No. 736.

10 June 1539

Nicholas of Bristol is listed in a naval inventory of ships serving at Portsmouth: *L&P*, XIV, i, no.1097.

5 September 1539

Report on the *Great Nicholas* of Bristol. Thomas Spertt writes to Mr. Gonson that the examiners 'find no fault except that she draws 3 fathoms of water in ballast and 3 1/2 when laden. Find in her 6 port pieces, 2 slings, a small fowler, 8 bassys, 4 hacbus'. The report suggests the ship would be worth £700 if it didn't draw so much water: *L&P*, XIV, ii, No.129.

30 September 1539

Cromwells remembrances notes 'Spratt's suit of Bristow for the sale of his ship': *L&P*, XIV, No. 260.

THE *HARRY* OF BRISTOL

Size: c. 135 tons burden (3 August 1545)

Owners: Francis Codrington, William Carr, Thomas Hicks - Bristol merchants

1515-29

A case brought to Chancery at this time with the theft of 200 crusados on a voyage undertaken by the *Harry* from Lisbon to Bristol. The owner of the money, Peter Joyes of London, took the case to Chancery as he feared he would get no justice in Bristol. Although this is not necessarily the same *Harry* as mentioned later, the case indicates the difficulty a non-Bristol merchant faced in pursuing a legal case in the city: P.R.O. C 1/209 f. 4-9.

August 1540

Smyth laded wheat on the *Harry*, master Antony Picket, for a voyage to Andalusia. It was carrying 9 weys of Smyth's wheat that cost 8s. 1d. per quarter clearaboard. The account indicates that the *Harry* and *Margaret* of Bristol sailed together: S.103.

December 1540

Return of *Harry*, master Antony Pickett, from Lisbon. Laded by Giles White with 30 butts of sherry, but Smyth only paid freight for 29 butts @ 25s. per ton: S.114. One butt was lost to ullage: S.114. Since Smyth credited Giles White on 22 December with the sale of the wheat from the *Henry* and *Margaret* this probably indicates that the ship had returned by this time: S.103.

In January 1540 Smyth credited Francis Codrington and William Carr £18 2s. 6d. for 14.5 tuns Andalusian wine carried on the *Harry*. S.60. However on 10 May 1540 Smyth debited £9 1s.3d. from their account and transferred it to Thomas Hicks account 'for the hallf freight' of the wine: S.60, 100.

10 February 1541

Four mats are delivered to the *Harry* by Smyth. Smyth debits Codrington & Carr for this: S.60, 71, 222(B).

26 February 1541

William Bullock is credited for ten wey (60 quarters) of Smyth's wheat 'r. of hym aboard the *Harry*, Master A. Pyket': S.87. Direct lading aboard a ship was an illegal practice.

2 March 1541

Smyth laded the *Harry*, master Antony Picket, with 34 cloths and 31 weys of wheat, for a voyage to Andalusia: S.103. Smyth's lading thus amounted to 34 tons wheat c. 3 tons cloth. Codrington & Carr's personal account seems to refer to the payment of 7s. 2d.1f. per/wey for the cost of transporting some 'wine' However, this must be a transcription error for Codrington & Carr's own account makes it explicit that the 7s. 2d. 1f. per/wey charge related to the cost of the licence for transporting the 31 weys of wheat: S.60, S.222(B). Codrington & Carr's account also notes that Smyth bought 2 quarters of wheat from them to make up his compliment: S.60.

Smyth's own wheat account notes he laded 30.66 weys on the *Harry* and borrowed some corn from Codrington: S.119.

3 August 1541

Return of *Harry*, master Antony Pickett, at or before this date: S.84. Smyth credits Frances Codrington for the freight of 40 tons oil @ £1 ton. After this entry Smyth writes that ‘All this forseid countes betwen William Car, Frances Codrynton & me John Smythe be fynischid’: S.60.

A Smyth oil account dated 3 August 1541, notes that the oil paid costs of: 10 ducats to Giles White, £40 freight, 37 tun custom @ 13s. 4d., halling, rebating, 2 new pipes 3s., nayles 15d., avers 14d. per ton, selerage & ullage: S.84. The references to ‘nayles’ and ‘new pipes’ probably indicates that some of the casks were damaged during transit, which would explain the discrepancy between the freight and the custom. The oil and soap freight is also mentioned in another account: S.222(B).

12 December 1541

Return of *Harry* of Bristol, master Anthony Pigot, carrying 95 tons wine, 6.75 tons oil, 4.5 tons soap, 0.75 tons aniseed and 0.25 tons marmalade. The goods belonged to Bristol merchants: E122 21/10. [Continent]

Smyth’s sack account records that at or before December 1541, 10 tons wine were laded on the *Harry* in Andalusia. The master was Antony Pigott and the wine paid 25s. per tun freight: S.145. On 24 December 1541 Smyth records the sale of some wine from the *Harry*: S.145.

Codrington & Carr’s own account with Smyth is closed up on 24 December. This mentions the freight owed for 9.95 tons in the *Harry*: S.222(B).

17 March 1542

Departure of the *Hary* of Bristol, master Anthony Pigot, carrying 126.5 cloths and 70 lb. worked tin, belonging to Bristol men and one alien: E122 21/10. [Continent]

14 June 1542

Return of the *Hary* of Bristol, master Anthony Pigot, carrying 114 tons of Azores woad belonging to Edward Pryn & assoc. and the alien Peter Gonzales: E122 21/10. [Continent]

30 September 1542

Departure of the *Hary* of Bristol, master Anthony Piggot, carrying 258 cloths, 11.5 tons lead and 6 dicker hides belonging to various Bristol merchants: E122 199/4. [Continent]

15 February 1543

Return of the *Hary* of Bristol, master Anthony Pygot, carrying 94 tons wine, 5.25 tons oil, 0.6 tons aniseed and 0.05 tons sugar belonging to various Bristol merchants: E122 199/4. [Continent]

On 27 February Smyth received from the *Harry* 3 tuns of olive oil @ 30s. per/ton: S.179. In an undated entry Smyth credited Thomas Hickes for ‘1 ton freight of oyle in his ship this vyntage 1542’: S.100.

Some time after 11 April Smyth credited Nicholas Tizon for ‘£3 which he do pay for me to Thomas Hickes, Frances Codrynton & William Car for 2 tons freight at the last vyntiage in theyr shipp & for thother ton which I had in the seid ship at the same tyme Thomas Hickes do pay, as it may apere to hym in credito fo.100’: S.156.

11 April 1543

Credit transfer that involved freight in Codrington & Carr’s ship: S.156

7-11 February 1544

Return of the *Harry* of Bristol, master Richard Bryan, with goods belonging to three indigenous merchants that are not known to be Bristol men, carrying 13 barrels herring, 10 pipes salmon, c.1 ton of raisins, 160 yards of check cloth, 12 mantles and some deer skins: E122 21/12. [Ireland]

The involvement in the Irish trade is atypical and the total quantity of goods imported would have taken up a tiny portion of the ships total cargo space. It thus seems likely that the ship had been engaged in the Irish seas on some other business, probably Crown service or privateering, and simply laded some cargo in Ireland before returning to its home port.

Summer 1545

On 3 August the '*Harry* of Bristoll' was serving at Portsmouth. It was said to be a ship of 180 tons, carrying 120 men: S.P. Hen VIII S.205 f.47.

On 10 August it is described as a ship of 200 tons with 300 men on board, under Captain John Elyott. In the order of battle it was placed in the vanguard: S.P. Hen VIII s.205 f.160.

The ship would have been dismissed when the fleet was demobilised in early September: *L&P*, XX, ii, nos. 346, 368.

25 August 1546

Departure of the *Harry*, master Thomas Webb, carrying 28 tons lead and 2 C hops belonging to Nicholas Thorn and Assoc.: E122 21/15. [Continent]

January 1547

Return of *Harry* at or before this date, carrying 1 butt of hullock and 1 butt of taynt @ 30s. per tun. Is presumably returning from southern Spain: S. 255.

February 1548

Return of *Harry* from Spain. Smyth receives 10 butts of sack @ 33s. 4d. per ton.

THE *HART* OF BRISTOL

Size: > 40 tons burden (29 July 1549)

Owner: George Wynter - Bristol merchant, son of John Wynter.

22 September 1546

Departure of the *Harte* of Bristol, master John Boysher, carrying 6.5 tons lead, 14 cloths, 2 dicker hides, 3 dicker kip hides and canvas belonging to the Bristol merchants William Harvest and Edward Pryn: E122 21/15. [Continent]

3 January 1549

Return of the *Hart*. In an oil account Smyth records that 8.5 tuns was laden on the *Hart*. It paid freight @ 35s. per ton: S.183.

5 April 1549

Departure of the *Hart* to Andalusia. In a voyage account Smyth records that he laded it with cloth and 20 dicker leather: S.290. This appears to have been laded illegally, since John Spark was credited for the 20 dicker and for paying a boat to put the leather 'aborde the *Hart*': S. 264

29 July 1549

Return of the *Hart* of Bristol, master Thomas Boyse, carrying 873 C 26 li English weight of Azores woad belonging to Smyth. Pays freight accounting 22 K to the ton @ 26s.8d. per ton: S.101.

18 September 1549

Departure of the *Hart* of Bristowe to Andalusia. In a voyage account Smyth records the lading of ship with cloth and 14 tons lead: S.290.

19 December 1549

Return of the *Hart*. In a sack account Smyth notes that he laded 34 tuns on the ship. It paid freight for 33.5 tuns @ 35s. per tun: S.251.

On 16 January 1550 Smyth records in George Winter's personal account, that he had paid William Farnall, the purser of the ship, for 33.5 tuns sack laden on the ship @ 35s. per tun: S.67. However, Smyth deducted £4 8s.6d. for the cost, freight and custom of 0.5 tuns that was taken to Prise. He also charged Winter and his company for 0.5 tuns that they drunk at sea: S.67.

The first freight due was paid on 28 December 1549. The last on 16 January 1550: S.67.

9 March 1550

Departure of the *Hart* of Bristowe, master Thomas Boyse, to Andalusia. In a voyage account Smyth recorded that he laded 40 tons of lead aboard the ship: S.290.

THE *JAMES* OF BRISTOL

Size: >10 tons burden (15 November 1541)

Owner: unknown

15 November 1541

Return of the *Jamys* of Bristol, master John de Monmouth, carrying 8.75 tuns of wine belonging to the Bristol merchant, John Wynter: E122 21/10. [Continent]

THE *JESUS* (1) OF BRISTOL

Size: c.115 tons burden (2 May 1537)

Owner: William Sprat. A Bristol merchant with whom Smyth had extensive dealings. Father of Nicholas Sprat. Also owned the *Nicholas* of Bristol.

1532

William Sprat imprisoned by the Spanish for buying a ship off certain Biscayans in Bristol: *L&P*, V, No. 1407. This could be the *Jesus*.

23 December 1536

Return of the 'navicla' *Jesus* of Bristol, master Thomas Dowdyng, carrying 69.25 tuns wine, 20 tons iron and 2 half bales woad belonging to Bristol merchants: E122 199/3.

25 January 1537

Departure of the 'navicla' *Jhesus* of Brystol, master Thomas Webb, carrying hides and cloth belonging to Bristol merchants: E122 199/3.

2 May 1537

Return of the 'navicla' *Jhesus* of Bristol, master Thomas Webb, carrying 121 tons iron, 6.5 tuns oil and 4 doz. 'serches' belonging to Bristol merchants: E122 199/3.

16 May 1537

Departure of the 'navicla' *Jhesus* of Bristol, master Thomas Webb, carrying hides and cloth belonging to Bristol merchants: E122 199/3.

15 July 1537

Return of the 'navicla' *Jhesus* of Bristol, master Thomas Webb, carrying 121.5 tons iron and 0.25 tuns wine belonging to William Shipman & assoc.: E122 199/3.

5 September 1537

Departure of the 'navicla' *Jhesus* of Bristol, master Philip Thomas, carrying 3.75 tons lead and cloth: E122 199/3.

10 June 1539

The *Jesus* of Brystowe served in the navy at Portsmouth: *L&P*, XIV, i, no. 1097.

17 August 1539

Sprat debited for a dozen oars he bought from John Smyth: S.30. These were presumably bought for this ship.

8 March 1540

Departure of the *Jhesus* of Bristowe to Lisbon, master Robert Thomas. Smyth sent 10 cloths and 116 bushels wheat, under the governance of Frances Fowlar. It was to be employed for purchasing woad: S.56.

The wheat costs 9s. 7d. per quarter clearaboard. By June wheat was costing Smyth 8s. 8d. per quarter in England. Since Smyth's licence costs never came below 2s. 9d. per quarter, it seems likely that the consignment on the *Jesus* was not fully covered.

19 June 1540

Return of the *Jhesus*. In William Sprat's personal account, Smyth credits him for freight of 6.8 tons Azores woad, laden 'in his ship the *Jhesus*' accounting 22 C for one ton @ 22s. per ton: S.30. The arrival is also recorded in an Azores woad account of the same day, where the master is listed as Phellip Thomas: S.101.

26 August 1540

Departure of the *Jhesus* by this date. In Giles White's personal account, Smyth debits him for 'the costom of 3 clothes which he entryd apon me in the *Jhesus*.' : S.42.

Smyth's voyage accounts for this month records the departure of *Jhesus* of Bristo, master Phillip Thomas, for Andalusia, carrying 38 of Smyth's cloths: S.103.

4 December 1540

Return of *Jhesus* from Andalusia. A Teint wine account of December 1540 states that Smyth had 3 pipes 1 but laden on the *Jhesus*. The first of this wine is sold on 4 December: S.118.

In a sack account of November-December 1540 Smyth records that 3 tuns were laden on the *Jhesus*, master Phelip Thomas. This paid freight for 3 tuns @ 25s. tun: S.114.

In a Bastard wine account of December 1540, Smyth recorded that 2 tuns were laden on the *Jhesus*. This paid freight @ 25s. per tun: S.118.

On 20 December 1540 Sprat's personal account is credited for freight of 8.5 tons in the *Jhesus* from Andalusia. Freight charges came to £10 12s. 6d. @ 25s. per tun. To pay half in hand and half at the end of 3 months. At this point Sprat owed Smyth £8 8s. Smyth paid the remaining £2 4s.6d. on 31 December 1540: S.30.

20 February 1541

Departure of the *Jhesus* of Bristowe, master Philip Thomas, for Andalusia. A voyage account states that it had 21 of Smyth's cloths on board: S.103.

20 December 1541

Loss of the *Jesus* of Bristol.

Smyth records that he had '12 buttes seck lost in the *Jhesus*, master Philip Thomas at Byttbay [Bideford Bay]'. The wine had been laded in Andalusia: S.145.

The loss was written into Smyth's profit and loss account in January 1544, which implies that the wine, and presumably the ship, were not recovered: S.92.

THE *JESUS* (2) OF BRISTOL

Size: c.35 tons burden (18 February 1544)

Owner: unknown

2 November 1541

Return of the *Jhesus* of Bristol, master Patrick Stophyns, carrying 41 barrels of white herring belonging to Robert Newborne: E122 21/10. [Ireland]

26 July 1541

Departure of the *Jhesus* of Bristol, master Lucas Kelly, carrying 1.75 tuns corrupt wine belonging to Patrick Goughe & assoc.: E122 21/10. [Ireland]

18 February 1544

Return of the *Jhesus* of Bristol, master Gomes Ocher, carrying 24 tuns wine, 4 tuns iron and 3 tuns salt, belonging to Nicholas Thorn & assoc.: E122 21/12.

1553

Loss of the *Jesus* of Bristol, which may be the same ship as the above. Richard Baynham, Thomas Smythe and John Becke, merchants of Bristol and Robert Clough, mariner, complained to High Court of Admiralty of the loss of their ship. It was sailing between Isle of Man and Lough Foyle in Ireland when it was taken by a Breton ship, its cargo stolen and the ship taken to Ireland. The owners valued the ship at £60 and the goods, weighing 60+ tons, were valued at c.£440: *Overseas Trade*, pp.64-65.

THE *JOHN BAPTIST* OF BRISTOL

Size: > 15 tons burden (22 December 1539)

Owners: Francis Codrington & William Carr

10 June 1539

The *John Baptiste* of Bristowe included in a naval list of ships at Portsmouth: *L&P*, XIV i, no.1097.

22 December 1539

Return of a *John Baptist* from Andalusia. Smyth credits Codrington and Carr £18 15s. for 14 tuns sack wine and 1 tun taint of this vintage @ 25s. per tun. At this point Codrington and Carr owed Smyth money, so Smyth's freight dues were set off against this debt: S.60

Details of this voyage are also reproduced in a sack account: S.79

THE *JULIAN* OF BRISTOL

Size: c. 60 tons burden (1 December 1550)

Owner: Unknown

19 January 1542

Return of the *Julian* of Bristol, master John Croke, carrying 33.75 tuns of wine belonging to Bristol merchants: E122 21/10. [Continent]

20 February 1542

Departure of the *Julian* of Bristol, master John Crocke, carrying 99 cloths belonging to Bristol merchants: E122 21/10. [Continent]

15 June 1542

Return of the *Julyan* of Bristol, master John Croke, carrying 48.75 tons of woad belonging to the Bristol merchants, John Welsh & assoc.: E122 21/10. [Continent]

7 August 1542

Departure of the *Julian* of Bristol, master John Croke, carrying 84 cloths and 5 tons of lead belonging to two Bristol merchants: E122 21/10. [Continent]

2 October 1542

Departure of the *Julyan* of Bristol, master John Crocke, carrying 12 cloths belonging to the Bristol merchant Thomas Tyson: E122 199/4. [Continent]

Since the voyage is listed so soon after that of 7 August, and since there is no record of the ship returning to Bristol after August, it is possible that the ship did not leave on the earlier date. This may have happened because the deteriorating political situation between England and Scotland/France persuaded the owner that it would be safer if the ship was sent out with the Bristol fleet which sailed at the beginning of October.

25 April 1543

Return of the *Julyan* of Bristol, master John Crock, carrying 37.5 tons raisins, 1 chest sugar and 60lbs of almonds belonging to the Bristol merchants William Jay & Younger: E122 199/4. [Continent]

14 July 1544

Return of the *Julyan* of Bristol, master Thomas Davis, carrying at least 33.625 tuns wine and 4.5 tuns of oil belonging to Bristol merchants. Since the customs account is damaged, part of the record may be missing: E122 21/12.

In July 1544, John Smyth recorded in a sack account that he received 2 tuns of wine from the *Jelyan*, master Thomas Davys. Smyth paid the same rate as the *Mary Bulleyne* of 28s. per tun: S.202. This is lower than the standard rate for Bristol ships at that time. This may have happened because no credit was offered by the shipowner. If cash had been demanded on delivery, it would explain why Smyth did not enter the details of payment in his ledger.

The lading of wine in the *Jelyan* is also mentioned in an account of Henry Setterford, Smyth's factor in Andalusia: S.197

1 December 1550

Return of the *Julian* of Bristol, master Richard White, carrying 56.25 tuns of wine belonging to the Bristol merchant Thomas Hickes & assoc.: E122 22/4.

THE *LITTLE TRINITY* OF BRISTOL

Size: c. 45 tons burden (7 December 1541)

Owners: William Appowell and John Caps

7 December 1541

Return of a *Trinity* of Bristol, master Richard Baldwin, carrying 38 tons wine, 3 tons fruit, 1.125 ton oil and 45 doz. aniseed, belonging to William Appowell, John Capps and Thomas Whalley & Guitton: E122 21/10. [Continent]

Since Appowell and Caps owned two-thirds of the merchandise, it seems likely that this was their ship.

30 March 1542

Departure of a *Trinity* of Bristol, master Thomas David, carrying goods belonging to William Appowell and John Capps. The ship was carrying a diverse consignment of manufactured goods and Continental re-exports typical of the Irish trade: E122 21/10. [Ireland]

Since all the goods belonged to Appowell and Caps and the ship is listed on its return as the *Trinity Appowell*, it must have been their ship.

16 August 1542

Return of the *Trinity Appowell*, master Thomas Davys, carrying 116 pipes salmon, 3 cwt. hake, 7 hogsheads salmon, 4 hawks and 2 falcons belonging to William Appowell & assoc.: E122 21/10. [Ireland]

2 October 1542

Departure of a *Trinity* of Bristol, master John Haye, carrying 17 cloths belonging to John Capps, 6 cloths belonging to Robert Thurban, and 5 tons lead belonging to William Appowell: E122 199/4. [Continent]

Since most of the goods belonged to Appowell and Capps and on its return it is listed as the *Trinity Capps*, this must be their ship.

1543

In a case submitted to the High Court of Admiralty, William Appowell and John Capps are recorded as the owners of the *Lityll Trinitie* of Bristol: P.R.O. H.C.A. 38 1543.

14 February 1543

Return of the *Trinity Capps*, master John Hay, carrying 34.5 tuns wine, 1 barrel marmalade and half a chest sugar. The goods belong to various Bristol merchants including William Appowell and Capps: E122 199/4. [Continent]

11 April 1544

Departure of the *Trinitie Capps*, master John Hey. It is carrying 22 cloths of assize and 3 gross knives belonging to Nicholas Thorn and associates. Other merchants may have laded on it but the following section is destroyed: E122 21/12. [Ireland]

4 August 1544

Return of the *Trinitie Capps*, master Thomas Morris, carrying 80 pipes salmon, 78 dicker dry hides and 15 dicker salt hides belonging to Nicholas Thorn and associates: E122 21/12. [Ireland]

THE *MAGDALEN* OF BRISTOL

Size: c. 55 tons burden (15 February 1543)

Owner: The full name of the ship, which was apparently the *Thomas Magdalen Cutt*, suggests that it was probably owned by the Bristol merchant Thomas Cutt.

10 February 1539

Mawdelyn of Brystoll, master John Young, leaves Bridgwater, carrying 174 quarters beans belonging to Thomas Aboydwn: E122 200/2

1540

Tristram Lewkenor reported that William Young, merchant of Bristol, had laden 20 dickers of tanned leather in the *Mawdelyn* of Bristol at Hungroad for export uncustomed. The ship was planning to sail to Portugal: *Overseas Trade*, p.150.

13 October 1541

Departure of the *Thomas Mawdolen* of Bristol, master Thomas Hardyng, carrying 82 cloths belonging to Thomas Apbowen, Edward Pryn and Robert Thurban: E122 21/10. [Continent]

14 June 1542

Return of the *Thomas Mawdolen* of Bristol, master Thomas Hardyng, carrying 40.5 tuns wine, 0.5 tuns oil, 2 tuns corrupt wine 16.25 cwt. soap, aniseed and orchil belonging to Robert Thurban, William Young and Thomas Apbowen & assoc.: E122 21/10. [Continent]

30 September 1542

Departure of the *Thomas Mawdolen*, master William Mathew, carrying 2.8 tons lead belonging to Thomas Tison & Snygg: E122 21/10. [Continent]

15 February 1543

Return of the of the *Mawdolen*, master William Mathew, carrying 50.25 tuns wine, 8 pieces raisins, belonging to various Bristol merchants: E122 199/4. [Continent]

13 September 1546

Departure of the *Mawdolen* of Bristol, master Florence Typton, carrying 13 tons lead, 15 dicker hides, 5.6 dicker kip hides, 10 cloths and canvas belonging to various Bristol merchants including John Cutt: E122 21/15. [Continent]

January 1547

Return of the *Mawdalen Cutt*. A wine account records that the ship was laded with 0.5 tuns sack: S.255.

29 July 1547

Departure of the *Mawdolen*, master Anton d'Altamyra, for Bordeaux, carrying some of Smyth's cloth: S.261. This maybe the same ship, although the use of a foreign master is unusual.

THE *MARGARET* (1) OF BRISTOL

Size: c. 135 tons burden (3 August 1545)

Owner: Edward Butler - also part owner of *Katherine* of Bristol, sold at La Rochelle in 1541: *Overseas Trade*, pp. 102-3.

8 January 1537

Return of the 'navicla' *Margaret* of Bristol, master John Davys, carrying 61.5 wine, 2 tons oil, 0.5 tons orchil and 0.25 tons fruit belonging to Bristol merchants: E122 199/3.

6 February 1537

Departure of the 'navicla' *Margaret* of Bristol, master John Davys, carrying cloth, leather, calf skins and lead belonging to Bristol merchants: E122 199/3.

27 April 1537

Return of the 'navicla' *Margaret* of Bristol, master John Davys, carrying at least 73 tons wine, 2.5 tons vinegar and 3.25 tons woad belonging to Bristol merchants. Note part of the entry is illegible: E122 199/3.

28 May 1537

Departure of the 'navicla' *Margaret* of Bristol, master John Davys, carrying 3 tons lead and some cloth belonging to Nicholas Thorn & assoc.: E122 199/3.

9 July 1537

Return of the 'navicla' *Margaret* of Bristol, master John Davys, carrying 80 tons salt and some pitch belonging to Giles Butler and the master: E122 199/3

12 September 1537

Departure of the 'navicla' *Margaret* of Bristol, master John Davys, carrying 8.25 tons lead, cloth and hides belonging to Bristol merchants: E122 199/3

Spring 1539

The *Margaret* of Bristol was laded in La Rochelle with salt and other goods for Bristol. It sailed with the *Matthew* of Bristol for safety but met with Spanish pirates and were attacked by the *Santa Maria* of Deva. The pirates killed the master, Edward Grannell and a sailor. They stole and spoiled some of the cargo and stole an anchor, sails, cables and other equipment, with a total loss to the owner, Edward Butler, of £300. Butler claimed that the ship changed to the *Santa Maria* of Fuenterrabia or Bilbao had come to Bristol where the leaders of the ship were imprisoned by the mayor under the authority of the local Admiralty court: *Overseas Trade*, p. 104.

The High Court of Admiralty index, Vol. 1, states that Butler took an action for spoil against Michael de Cessola, John Martin de Osurla and John Arrabia.

August 1540

Departure of the *Margaret* of Bristol, master John Williams, for Andalusia at or before this date. Smyth laded 9 cloths in one fardel and 7.5 weys (45 quarters) of wheat on the ship: S.103.

24 November 1540

Return of the *Margaret*, master John Williams, from Andalusia. It was apparently laded with 10 tuns but Smyth noted that it was '1 but owt' and so only paid for 9.5 tuns: S.114. Smyth credited Edward Butler £11 17s. 6d. for 9.5 tons wine laded on his ship @ 25s. per ton. As Butler was in debt to Smyth at this point, and had earlier agreed to pay in freight, a payment plan would have been irrelevant: S.39

1541

Some time this year the Bristol merchant, Edward Pryn, was reported to have laded 4 weys (24 quarters) wheat aboard the *Margaret* uncustomed and unlicensed: J. M. Vanes, 'The Overseas Trade of Bristol in the Sixteenth Century' (unpublished PhD., London, 1975) pp. 99-100.

7 September 1541

Departure of the *Margaret* for Bordeaux. Smyth laded 40 northern dozens and 6 truckers in the ship: S.104.

14 November 1541

Return of the *Margaret* of Bristol, master John Williams, carrying 77 tuns wine belonging to mostly Bristol merchants. Robert and Edward Butler own 19 tons between them: E122 21/10. [Continent]
Smyth received 10.25 tons Gascon wine @ 20s. ton: S.144. There is no mention of this in Butler's incomplete personal account: S.39.

30 August 1542

Departure of the *Margaret* of Bristol, master John Williams, carrying 210 cloths, 40 dicker hides, 5.6 tons lead, 40 doz. calf skins and 170 doz. sheep skins: E122 21/10. [Continent]

15 February 1543

Return of the *Margaret* of Bristol, master John Williams, carrying 68.75 tons wine, 6.5 tons oil, 4 tons fruit, 1 ton soap, 0.75 ton orchil, 0.05 tons sugar. The goods belong to various indigenous merchants, mostly from Bristol, including Robert and Edward Butler: E122 199/4. [Continent]

7 January 1544

Departure of the *Margaret* of Bristol, master John Williams, carrying at least 53 tons lead and cloth belonging to Bristol merchants, including John Smyth. Since the following section of the account is destroyed, there may have been additional entries: E122 21/12
On 15 January Smyth records that he sent 10 cloths and 37 Manchester's to Lisbon in the *Margaret*: S.194.

10 July 1544

Return of the *Margaret Butler* of Bristol, master John Williams, carrying at least 33.5 tons wine, 31.75 tons oil, c.5 tons soap, sugar and spices belonging to Bristol merchants: E122 21/12. Smyth received 1 ton sack from the ship @ 40s. ton: S.90.

Summer 1545

On the 3 August the '*Margaret*' was serving in the navy at Portsmouth. It was said to be a ship of 180 tons with 120 men on board: S.P. Hen VIII S.205 f.47.

On the 10 August the '*Margaret* of Bristoll' was described as a ship of 200 tons with 300 men on board, under Captain William Butler. In the order of battle it was placed in the vanguard: S.P. Hen VIII S.205 f.160.

The ship would have been dismissed when the fleet was demobilised in early September: *L&P*, XX, ii, nos. 346, 368.

THE *MARGARET* (2) OF BRISTOL

Size: c. 15 tons (3 June 1542)

Owner: unknown

3 June 1542

Departure of *Margaret* of Bristol, master John Jones, carrying 30 quarters of malt and 48 quarters of wheat, tax free, for Anthony St. Ledger (governor of Ireland): E122 21/10. [Ireland]

The ship must have been carrying acting as a supply ship for the English forces in Ireland. The master's name, and the fact that in August, Jones takes the vessel to Ireland when the *Margaret* (1) is in Spain (30 August 1542 – 15 February 1543) indicates that there are two ships called the *Margaret* of Bristol.

23 July 1542

Return of the *Margaret* of Bristol, master John Jones, carrying 600 yards of check cloth and 5 burden of salt fish belonging to William Galley & assoc.: E122 21/10. [Ireland]

5 August 1542

Departure of the *Margaret* of Bristol, master John Jones, carrying 2.25 cloths, 2 lb. saffron, 10 lb. silk and 0.25 tons wine belonging to William Appowell and William Chester & assoc.: E122 21/10. [Ireland]

22 October 1542

Return of the *Margaret* of Bristol, master John Jones, carrying 7.5 cwt. hake, 114 barrels herring and 2 dicker deer skins, belonging to William Galley & assoc.: E122 199/4. [Ireland]

6 April 1543

Return of the *Margaret* of Bristol, master Thomas Signet, carrying 240 yards of check cloth belonging to Thomas Gale: E122 199/4. [Ireland]

c. 1558

William Tyndall is the owner of a ship called the *Margaret* that is confiscated for illegal export of wheat and butter without a licence: *Overseas Trade*, p.122. This may be this ship.

THE MARY BONAVENTURE OF BRISTOL

Size: c. 90 tons burden (5 December 1541)

Owner: Thomas Tyson, a Bristol merchant

5 December 1541

Return of the *Mary Bonaventure* of Bristol, master Richard White, carrying 79 tuns wine, 0.4 tuns soap and 150 lbs kermes. Belongs to various Bristol merchants. John Smyth has 7 tuns: E122 21/10. [Continent]

In a sack account Smyth notes that he laded 8 tuns in the *Mary Bonaventure*, master Richard White. This cost £10 @ 25s. per tun freight: S.145.

Thomas Tizon's personal account deals with the payment of the freight. It appears that Smyth paid the first £5 in cash. On the 8 February 1542 Smyth received £3 2s. 6d. in cash that Tizon owed him for freight in the *Trinity*. Smyth then credited Tizon with £5 as the second half of his freight due. When this was set against the £3 2s. 6d. Tizon still owed Smyth, Smyth was left owing Tizon £1 17s. 6d.. After this Smyth credited Tizon 1s. 6d. for some alum. On 3 April he paid Tizon £1 19s. for last part of the freight and for the alum. Smyth then broke his seal from the *Mary Bonaventures* charterparty: S.59.

20 February 1542

Departure of the *Mary Bonaventure*, master John Williams, carrying 55 cloths and 9 tons lead belonging to Bristol merchants: E122 21/10. [Continent]

14 August 1542

Return of the *Mary Bonaventure*, master John Williams, carrying 81 tuns salt, alum and sugar belonging to Bristol merchants: E122 21/10. [Continent]

2 October 1542

Departure of the *Mary Bonaventure* of Bristol, master Thomas Davys, carrying 15 Manchester cottons belonging to William Chester: E122 199/4. [Continent]

16 February 1543

Return of the *Mary Bonaventure*, master Thomas Davys, carrying 72.25 tuns wine belonging to various Bristol merchants: E122 199/4. [Continent]

THE *MARY BRIDE* OF BRISTOL

Size: c. 120 tons burden (1536)

Owner: Thomas White, Thomas Hart

1536

Thomas White of Bristol was rewarded £37 6s. 8d. for building the *Mary Bryde* of 160 tons 'To encourage his other subjects in doing likewise the king thus gives White 1cr. of the sun [4s. 8d.] upon every tone of the portage of the ship': *L & P*, Addendum, No.1181.

27 July 1537

Departure of the *Mary Bride* from NE Spain is reported in a letter from Hugh Tipton to his master William Sprat. This states that he has sent two guns in the ship and that it was sailing in the company of the *Trinity: Overseas Trade*, p. 128.

7 August 1537

Return of the *Mary Bride* with 119.5 tons iron and a pipe of salt belonging to Thomas White and 'diversus socciis'. It arrived with the *Trinity*: E122 19/94. Eleven days passed between the time the ship left Spain and the time it was customed in Bristol. Since the guns are not mentioned, they were presumably treated as raw iron by the customs house or were passed-off as belonging to the ship - indicating a minor fraud.

29 August 1539

Departure of *Mary Bride* to Lisbon. In a voyage account Smyth records that he laded cloth in the ship: S.56.

25 November 1539

Return of *Mary Bride* from Andalusia. Smyth notes that he owes Thomas Hart £6 5s. for 5 tons sack laden in the ship @ 25s. per tun 'to pay hallf in hand & thother hallf'. At this point Hart owed Smyth £3 15s., so Smyth's actual debt was £2 10s. This was paid in freight when the *Trinity* entered the following month: S.59.

In a sack win account for November/December 1539 Smyth notes that 5 tuns came from the ship: S.78.

1 March 1540

Smyth debits Thomas Hart for 6 oars delivered to John Chawnceller, purser of the *Mary Bride*: S.59.

7 December 1541

Return of *Mary Bride* of Bristol, master John Hylsey, carrying 92.125 tons wine, 4 tons oil, c.1 tun soap, 1 barrel marmalade and aniseed, belonging to Bristol merchants: E122 21/10. [Continent]

3 February 1542

Departure of *Mary Bride*, master John Hylsey, carrying 59 cloths including 19 belonging to Thomas Shipman & Smyth: E122 21/10. [Continent]

On 14 February, Smyth records in a Biscay voyage account the departure of the ship with 14 of his cloths: S.173.

17 July 1544

In an oils account Smyth records the lading of oil in the *Mary Bulleyne*. However on the sales side he refers to the loss of '1 pipe clene owt in the *Mary Bride*': S.179.

This might be a meaningless error but it is possible that it indicates the ship had been renamed as the *Mary Bulleyne*.

THE MARY BU'KE OF BRISTOL

Size: >5 tons burden (4 November 1538)

Owner: unknown

4 November 1538

The *Mary Bu'ke* of Bristol left Bridgwater, master Davy Abbowyn, carrying 24 quarters wheat belonging to John Dowding: E122 200/2.

THE *MARY CHRISTOPHER* OF BRISTOL

Size: > 6 tons burden (23 December 1539)

Owner: John Shipman, the elder, merchant of Bristol. Presumably the uncle of the John Shipman serving as a factor in Andalusia by 1549: S.290.

1515-18

A case brought to Chancery in Thomas Wolsey's time deals with the wreck of *the Mary Christopher* of Bristol. Although this can not be the same ship as mentioned later, John Shipman was also part owner of the earlier *Mary Christopher*. The case is interesting as it illustrates the influence the city's senior merchants and shipowners had over the city's judicial process. The submission was brought by Yevan Danyell, the master of the ship, and notes that an action of trespass had been brought against him by the owners of the ship - William Shipman, Robert Abynting (sheriff of the town), Thomas Dale, John Shipman and John Ware. They claimed that Danyell had been negligent in allowing the ship to be wrecked and had taken their case before the Mayor of Bristol. In his submission Danyell claimed the fault was not his and notes the political influence of the plaintiffs and the marriage and kinship relationships between them, for instance, one of 'them be shirriffe of the said towne and an other of them hath married the daughter of the seid mayer and also be of suche grete might and power and so well frynded and alied and in such familiaritie and favor with the seid new maior for the causes aforesaid by reason whereof yor seid beseacher is likely to be condemned.': P.R.O. C 1/404 f.1.

10 June 1539

A *Mary Christopher* was serving in the navy at Portsmouth. Since eight Bristol ships were reported to have joined the fleet, but the inventory of 10 June only details four as Bristol ships, this was probably the *Mary Conception* of Bristol: *L&P*, XIV, i, no. 880, 1097.

3 August 1539

Will of John Shipman, merchant. This states that 'I geve and bequeth unto my said wife my ship called the *Mary Christofer* and I will that she immediately after my decesse shall enjoye the said shipp with almaner of apparell belonging unto her and to use the same as hir ownne propre goodes'. Probate was granted in 1543: *Overseas Trade*, p. 107.

29 August 1539

Departure of the *Mary Cristofor*, to Lisbon and Andalusia. In voyage account Smyth records that it was carrying cloth along with the *Mary Conception* and *Mary Bride*: S.56.

23 December 1539

Return of the *Mary Cristofor* from Andalusia. John Shipman is credited £7 10s. for 6 tuns sent on the ship @ 25s. per tun. At this point Shipman owed Smyth £4 for freight that had been debited the previous day, so Smyth only owed £3 10s. Smyth paid £1 15s. on 5 February 1540 and £1 15s. on the 2 March, then breaking his seal from the charter party: S.86.

A November/December sack wine account of Smyth confirms the freight dues: S.79.

16 March 1540

Departure of the *Mary Cristofor*, for Lisbon and Andalusia. In voyage account Smyth records that it was carrying 10 penny hews and 15 truckers: S.56.

17 July 1540

Return of the *Mary Cristofor*. John Shipman is credited £6 for the freight of 6 tuns oil @ 20s. per tun. He was to pay half in hand and the other half after 3 months. At this point Shipman owed Smyth £3 6s. 8d. for freight on the *Trinity* in May, so in practice Smyth only owed £2 13s. 4d. This debt increased to £3 when Smyth received 6s. 8d. from the purser of the *Mary Christopher*, John Wattes, on the 2 August. This was presumably done to restore Smyth's three months credit. On 23 August the *Trinity* arrived and £2 6s. 8d. of Smyth's debt was paid off by the freight charge. On 20 October 1540 Smyth made a final payment of 13s. 4d. to square him and Shipman up: S.86.

In August 1540 a Smyth oil account confirms the freighting details on the *Mary Christopher*: S.84.

20 December 1540

Return of the *Mary Cristofor*. Smyth credits John Shipman £2 10s. for 2 tons freight @ 25s. per ton. He was pay at the end of 3 months next coming. Smyth pays the freight due on 8 March 1541: S.86.

In a November/December sack wine account, Smyth notes that 4 tons sack were laden in the *Mary Cristofor*, master Richard White. Freight cost 25s. per tun: S.114.

The 2 tun discrepancy probably indicates that Shipman was paid for half on the arrival of the ship.

THE MARY CONCEPTION OF BRISTOL

Size: c. 105 tons burden (3 August 1545)

Owners: Nicholas Thorn, Bristol merchant and owner of the *Saviour*, died 1546. On the basis of Smyth's freight payments (see below) it appears the ship was sold to Harris in 1544.

7 February 1539

The *Mary Conception* was apparently in northern Spain, since one of Smyth's accounts states that his factor Thomas Shipman 'r. from hym how of the Mary Conception the 7 day of February' some cash, cloth and calf skins: S.50.

10 June 1539

A *Mary Concepcyon* was serving in the navy at Portsmouth. Since eight Bristol ships were reported to have joined the fleet, but the inventory of 10 June only details four as Bristol ships, this is probably the *Mary Conception* of Bristol: *L&P*, XIV, i, no. 880, 1097.

29 August 1539

Departure of *Mary Conception* to Lisbon/Andalusia, carrying Smyth's cloth: S.56.

March 1540

Departure of *Mary Conception*, master Anthony Picket, to Biscay. Smyth's voyage account notes that in this month he sent 5 dicker of hides in the *Mary Conception* and 45 dicker in the *Trinity*: S.69. However, Smyth's leather licence account for this period indicates that only 20 dicker of the consignments sent in the two ships was covered: S.71.

6 December 1541

Return of the *Mary Conception*, master John Bousher, carrying 68.25 tons wine, 0.25 tons marmalade and 3.463 tons fruit, belonging to various Bristol merchants: E122 21/10. [Continent]

13 February 1542

Departure of the *Mary Conception*, master John Bousher, carrying 46.625 tons lead and 260+ cloths, belonging to various Bristol merchants: E122 21/10. [Continent]

17 July 1542

Return of the *Mary Conception*, master John Bousher, carrying 73.25 tons oil, 13 tuns soap, 0.25 tuns wine and orchil, alum, sugar belonging to various Bristol merchants: E122 21/10. [Continent]

On 31 July Smyth credits Nicholas Thorn £3 for freight of 3 tons oil @ 20s. per tun in the *Mary Conception*. At this point Thorn owed Smyth £6 13/4, so the freight due served to pay off part of Thorn's debt: S.82. An oil account confirms the freight dues for the oil: S.84.

The oil had apparently been bought by Smyth's Andalusian factor Giles White who had 'r. the 100 ducatts left in Thomas Harrys handes & lode it for me in oyles in the Conception.': S.136. This indicates that the voyage had been to Andalusia and that Thomas Harris had accompanied the ship.

30 September 1542

Departure of the *Mary Conception*, master John Champyon, carrying 16 tons lead, 289 cloths, 1440 yards canvas, 100 lb. thread, 22.5 doz. calf skins and 15 dicker tanned hides, belonging to various Bristol merchants: E122 199/4. [Continent]

On 15 October, Smyth records the departure of the *Mary Conception* to Lisbon, carrying 2 fardels of his cloth containing 64 Manchester's: S.136.

16 February 1543

Return of the *Mary Conception*, master William Champyon, carrying 69 tons wine, 2 tons corrupt wine, 1.5 tons soap and 2 tons oil, belonging to various Bristol merchants: E122 199/4. [Continent]

On 26 February Smyth notes in an Andalusia wine account that he laded 10 tuns on the *Mary Conception*. However, he paid freight for 9.5 tuns and custom for 9 tuns: S.180. The reason for the discrepancy is apparently that he had lost 0.75 tuns to ullage: S.180.

On the same day Smyth credited Nicholas Thorn £14 5s. for the freight of 9.5 tuns @ 30s. per tun in the *Mary Conception*, 'to paye hallf in hand & thother hallf at 3 monthes'. At this point Thorn owed Smyth £9 9s. 8d, so Smyth was left owing Thorn £4 15s. 4d. This due, along with an additional debt, was paid on 1 August: S.82.

7 January 1544

Departure of the *Mary Concep[tion]* of Bristol recorded in a heavily damaged customs account. It was carrying lead, cloth and calf skins belonging to Bristol merchants, including 10 broad cloths and 30 Manchester's belonging to John Smyth: E122 21/12.

On 15 January Smyth records the departure of the *Mary Conception* to Lisbon, carrying 10 of his cloths and 37 Manchester's in two fardels: S.195.

10 July 1544

Return of the *Mary Conception*, master William Chamymon, recorded in a damaged customs account. It was carrying at least 36 tuns wine, 31.25 tuns oil, 4.375 tons soap, sugar, spices and orchil, including 4 tuns oil belonging to John Smyth: E122 21/12.

In July 1544 Smyth credits Henry Setterford (his servant) for oil laden in Andalusia aboard three ships, including the *Mary Conception*: S.197.

On 23 July Thomas Harrys is credited £10 by Smyth for freight of 5 tuns oil in the *Mary Conception* @ 40s. per ton. At this point Harris owed Smyth £29 so the freight due served to pay some of this debt off: S.182.

An oil account confirms the freight dues and indicates that about 10% of the cargo was lost to ullage: S.179. The ullage of the wine presumably accounts for the discrepancy between the amount laded and the amount customed.

Summer 1545

On 3 August the *Mary Conception* was serving in the navy in Portsmouth. It was said to be a ship of 140 tons, carrying 100 men: S.P. Hen VIII S.205 f.47.

It can be identified as a Bristol ship from a later declaration of ships serving in the navy from 1545-46: MS Cantab Dd xiii 35 f.5.

However, the ship was not included in a naval list of 10 August: S.P. Hen VIII S.205 f. 160. Since the Crown was desperately trying to hire every ship in southern England at this time, the absence of the ship from the later list may indicate that it had been damaged.

If it did remain in service the ship would have been dismissed when the fleet was demobilised in early September: *L&P*, XX, ii, nos. 346, 368.

18 March 1546

Departure of the *St. Maria Conception*, master James Lewse, carrying 43 tons salt, 7.66 tons iron, 25 cwt. aniseed and 70 lbs. ginger belonging to Nicholas Thorn and associates: E122 21/15. [Ireland]

Since this ship was carrying Continental produce out of Bristol, it was assumed that it was sailing to Ireland. As the goods belonged to Nicholas Thorn, the owner of the *Mary Conception* of Bristol, it seems probable that it was the Bristol ship, and was treated as such for the purpose of the data-base. This is the only time that one of Bristol's large ships can be shown to have exported goods to Ireland. Since it did not carry a return cargo home after the voyage, it is possible that the ship was going on a cruise but that Thorn decided to take the opportunity to first carry a part cargo to Ireland.

28 August 1546

Departure of the *Mary Conception* of Bristol, master Richard White, carrying 34 tons lead, 459 cloths, 210 doz. calf skins, 13 dicker hides, 6 dicker kip hides and canvas belonging to various Bristol merchants. Is first listed in customs books on 9 August and then on 28 August, suggesting that it turned back or decided not to leave at the time originally intended: E122 21/15. [Continent]

On 20 August Smyth records the departure of the *Mary Conception*, master Richard White, to Andalusia, carrying 21 tons lead and 100 Manchester cottons: S.254.

30 August 1546

Smyth records the sale of 3 barrels of Gunpowder to Thomas Harrys: S.189. This was presumably intended for the *Mary Conception*.

January 1547

Return of *Mary Conception* from Andalusia, carrying 1 tun sack, 7.5 tuns bastard and 1 tun taynt, belonging to Smyth: S.255.

On 3 February 1547 Smyth credits Thomas Harrys £14 5s. for freight of 9.5 tuns wine @ 30s. per ton on the ship. Before the arrival of the ship Harris owed Smyth £16 1s. 4d. 1f. So the freight due served to pay off most of Harris's debt: S.189. Smyth debits Harris for 0.5 tuns taken to prise: S.189.

On 4 May Smyth debits his servant Hugh Hammond, 'for 1 pipe bastard that he chargith more in the *Mary conception* than I r.': S.271. This presumably relates to this voyage.

17 May 1548

Return of the *Mary Conception*, carrying 7 Spanish tons of Rendry iron, belonging to Smyth: S.272.

2 January 1549

Return of *Mary Conception* from Andalusia. Smyth credits Thomas Harrys £21 15s. for freight of 14.5 tuns sack @ 30s. per tun. At this point Harris owed Smyth £16 9s. 4d. so the freight due thus served to pay-off Harris's debt. Smyth paid the balance the same day: S.189. The freight due, and the time by which the ship had arrived, is confirmed by an Andalusian wine account: S.286.

5 April 1549

Departure of *the Mary Conception*, carrying 3 tons of Smyth's lead to Andalusia: S.290.

19 September 1549

Departure of the *Mary Conception*, master John Boshar carrying a fardel of 6 cloths, c. 2 tons lead, 42 dicker of leather and some cash to Andalusia. Smyth's servant Robert Leight accompanied the consignment and was entrusted with 40 ducats (c. £12) to be received of Thomas Harrys's servant: S.290. The 40 ducats may have been to pay for freight .

In November, Smyth credits John Spark for having laded '30 dicker lether aborde the Mary Conception': S.264. Since Spark was Smyth's Newnham factor and it would have been illegal for him to lade directly aboard the ship, this reference indicates that a large part of the leather consignment was laded illicitly.

21 May 1550

Return of *Mary Conception*. A personal account for Hugh Hamon (Smyth's servant) notes that he owed for freight of 2 tons of oil @ 40s. per tun in the *Mary Conception*. S.166
Smyth's oil account of May 1550, states that he received 4 tuns from the *Mary Conception*, for which he paid freight of 40s. per ton: S.185.

THE *MARY FORTUNE* OF GLOUCESTER

Size: c. 65 tons (16 November 1541)

Owner: Robert Pole, a Gloucester merchant who held a personal credit account with Smyth.

27 August 1541

Departure of the *Mary Fortune*, master John Darby, for Biscay, carrying 30 dicker hides and 10.6 tons lead belonging to Smyth: S.173.

On 11 July, Smyth contracted with the Berkeley merchant Thomas Machet to deliver 60 dicker of hides 'aboard my ship or eny other ship at Hungrode, Kyngrode or Chepstow': S.128. On 27 August, Smyth credited Machet for '30 dicker lether laden aboard Robert Pooles ship': S.128. Since it was illegal to lade goods at any place other than the customs house at Bristol, this account indicates that the goods were exported illicitly.

16 November 1541

Return of the *Mary Forten* of Gloucester, master John Darby, carrying 50.25 tons wine and 10 tons iron belonging to Bristol merchants, including 8 tuns wine of John Smyth: E122 21/10. [Continent]

On 5 December Smyth credits Robert Pole £10 for the freight of 10 tons Gascon wine @ 20s. per ton laden on the *Mary Fortune* of Gloucester, master John Derby. Before the return of the ship, Pole owed Smyth £24 14s. 8d., so the freight due served to pay of part of Pole's debt: S.111.

The freight of the wine is also noted in a Gascon wine account for November 1541, but the second names of the *Mary Fortune* of Gloucester and the *Margaret Bonaventure* of Plymouth are accidentally transposed in the entry relating to the freight payment: S.144.

12 December 1541

Departure of *Mary Fortun* of Gloucester, master Lawrence Nunny. The customs accounts state that it was carrying 80 quarters of wheat belonging to Robert Pole: E122 21/10. [Continent]

In February 1542 Smyth records the departure of Robert Pole's ship the *Mary Fortune* of Gloucester, master Lawrence Nunny, for Lisbon, carrying 126 quarters of Smyth's wheat ship: S.136.

In Robert Pole's personal account, Smyth credits Pole for the wheat laded on his ship the *Mary*. Smyth states that he was to enjoy half the lading: S.111. If this true the ship would have been laded with 252 quarters wheat (50.4 tons), of which about a third was legally declared.

9 August 1542

Departure of the *Mare Forten* of Gloucester, master Lawrence Nunny, carrying 4 tons lead, 4 dicker hides and 47 cloths belonging to Robert Pole and other merchants: E122 12/10. [Continent]

Note: A ship called the *Mary* of Gloucester appears in the customs accounts on sixteen occasions during the years 1541/2, 1542/3 and 1545/6. It appears to have been a small ship of less than 15 tons burden, which was primarily engaged in the Irish trade: E122 12/10, 199/4, 21/15.

THE *MARY GEORGE* (1) OF BRISTOL

Size: c. 25 tons burden (3 November 1545)

Owner: unknown

19 October 1541

Return of the *Mary George* of Bristol, master Cornelius Andrews, carrying 143 barrels herring, 5 barrels beef and 1 cwt. Hake, belonging to Cornelius Andrews & assoc.: E122 21/10. [Ireland]

3 November 1541

Return of the *Mary George* of Bristol, master Moris Welshe, carrying 150 barrels herring, 2.375 tons salmon, 10 barrels beef and 3 dicker salted skins, belonging to William Appowell & assoc.: E122 21/10. [Ireland]

1 December 1541

Departure of the *Mary George* of Bristol, master Moris Welshe, carrying 1.25 tuns corrupt wine belonging to William Benet: E122 21/10. [Ireland]

2 January 1542

Departure of the *Mary George* of Bristol, master Moris Welsh, carrying 4 cloths and mixed consumables belonging to William Appowel and William Benet and Welsh: E122 21/10. [Ireland]

22 January 1542

Mary George of Bristol, master Cornelius Andrew, leaves Bridgwater, carrying 2 weys (12 quarters) beans and c. 2 cloths: E122 27/18.

30 March 1542

Return of the *Mary George* of Bristol, master Cornelius Andrews, carrying 2.625 tuns wine and 3 vyk [0.375 tuns] salmon: E122 21/10. [Ireland]

15 April 1542

Mary George of Bristol, master Corneli Andrew, leaves Bridgwater, carrying 3 weys beans and 4 cloths belonging to John Botell: E122 27/18.

15 May 1542

Return of the *Mary George* of Bristol, master Cornelius Andrews, carrying 240 yards check cloth and 20 doz. sheep skins: E122 21/10. [Ireland]

18 July 1542

Departure of the *Mary George* of Bristol, master Cornelius Andrews, carrying 2.5 tuns wine, 1 ton iron, silk and 1 cloth belonging to John Thomas & Kelly: E122 21/10. [Ireland]

22 October 1542

Return of the *Mary George* of Bristol, master Cornelius Andrews, carrying 116.5 barrels herring and 8.5 Cwt. hake belonging to Nicholas Kelly & Smyth and Cornelius Andrews & assoc.: E122 199/4. [Ireland]

THE *MARY GEORGE* (2) OF BRISTOL

Size: c. 75 tons burden (9 September 1544)

Owner: John Gorney. Bristol merchant and former owner of the *Briton*.

6 November 1543

Departure of the *Mary George* of Bristol, master John Laike, carrying 26 tons lead and cloth belonging to various merchants, inc. John Gorney, John Capps and Robert Newborn: E122 21/12. [Continent]

9 September 1544

Return of the *Mary George* of Bristol, master John Laike, carrying 74.5 tons Azores woad belonging primarily to Bristol merchants, including John Gorney: E122 21/12.

20 October 1547

Departure of the *Mary George*, master John Crock, for Bordeaux. Smyth laded 5 truckers, 1 cloth, 119 quarters wheat, 9 dicker ox hides, 11.8 dicker cow and steer hides and 99 doz. calf skins aboard: S.261.

28 March 1548

Return of *Mary George* from Spain. Smyth's personal account with John ap Gornay notes that Smyth owed £20 for freight of 20 tons iron @ 20s. per ton: S.88.

The same day Smyth noted that Henry Setterford lent Gorney's purser Thomas Morriss 36s. in Spain. Smyth paid the purser £15 10s. 4d. in ready money and 'broke my seale from the charter partie conseryng the freight of the 20 ton iron'. Since Gorney owed Smyth 53s. 4d. from a previous account, they were left square: S.88.

13 August 1548

Return of *Mary George* from Spain. Personal account for John ap Gornay notes that Smyth owed him £20 for freight of 20 tons iron. At this time Gorney owed Smyth £5. The account was settled the same day by Smyth paying Gorney £15 in ready money: S.88.

THE *MARY GRACE* OF BRISTOL

Size: c. 40 tons burden (31 March 1546)

Owner: unknown

31 March 1546

Return of the *Mary Grac*' of Bristol, master John de Vusta, carrying 35.5 tons iron, 2.75 tuns oil, paper, olives and locks, belonging to the Bristol merchants, Nicholas Thorn and associates and Francis Wolsey: E122 21/15.

This ship is unusual in that it is the only 'Bristol' ship to enter the port with a cargo of Continental produce between October 1545 and May 1546. It is also unusual in that the master has a foreign name.

THE *MARY JAMES* OF BRISTOL

Size: c. 105 tons burden (3 August 1545)

Owners: William Carey, Robert Leighton, John Pryn. All are Bristol merchants mentioned in Smyth's Ledger: S.15, S.46, S.99.

29 January 1541

An ambiguous reference, in which John Pryn is credited 5s. 10d. for '12 ores which my boteswayne occupyed in the ship of the seid Pryns ores': S.99.

13 April 1542

Return of the *Mary James*, master John Hisley, carrying 121 tons iron belonging to Thomas White & assoc.: E122 21/10. [Continent]

2 October 1542

Departure of the *Mary James* to Lisbon. On 29 August the customs account lists the departure of the *Mary James*, master Richard White, carrying 240 cloths and 15 tons lead belonging to Bristol merchants: E122 21/10. On 2 October the accounts again list the sailing of the *Mary James*, master Richard White, carrying 20 cloths and 2 tons lead belonging to Robert Leighton and Arthur Smyth: E122 199/4. [Continent]

On 15 October Smyth records the departure of the *Mary James*, master Richard White, to Lisbon, carrying 2 fardels of his cloth: S.136. The double entry in the customs account suggests that the ship set sail but then returned to port. Since the ship eventually left in the company of a fleet of eleven Bristol ships and since the summer and autumn of 1542 witnessed the rapid deterioration of Anglo-French relations, accompanied by an increase in piracy by French and Scottish vessels, it seems likely that the *Mary James* returned to port so that it could sail with a larger fleet.

15 February 1543

Return of the *Mary James*, master Richard White, carrying 86.5 tons wine, 4 tons oil, c.1 ton soap and sugar, belonging to Bristol merchants: E122 199/4. [Continent]

11 May 1543

Return of the *Mary James*, master John Poscher, carrying 0.5 tons wine belonging to Thomas Lockar: E122 199/4. [Continent]

Since this is a tiny cargo for any ship, it seems likely that the ship had been operating either as a privateer or as one of the Bristol vessels serving the Crown in the Irish Sea that Spring/Summer. The wine would thus be an incidental cargo picked-up in Ireland or possibly Spain.

8 January 1544

Departure of *Mary James* of Bristol, master Richard White, is listed in a heavily damaged customs account. The cargo consisted predominately of cloth belonging to Bristol merchants, including 10 broadcloths, 30 Manchester's and 7 Bristol friezes of John Smyth: E122 21/12.

On 15 January Smyth records the departure of the *Mary Jamys* to Lisbon with 10 cloths and 37 Manchester's: S.195.

19 June 1544

Return of the *Mary James*, listed in a damaged customs account, carrying 37 tuns wine, 50.375 tuns oil, soap, sugar and spices belonging to various Bristol merchants: E122 21/12.

On 21 July Smyth credited Robert Leighton £19 for freight of 9.5 tons oil in the *Mary James* @ 40s. per tun. At this point Leighton owed Smyth £13 6s. 8d., so the freight dues served to pay-off this debt. Smyth paid the remaining £5 6s. 8d. on 11 December: S.46. The freight of the oil is also mentioned in one of Smyth's oil accounts and in a personal account with his servant, Henry Setterford: S.179, S.197.

Summer 1545

On 3 August the *Mary James* was serving at Portsmouth. It was said to be a ship of 140 tons, carrying 100 men: S.P. Hen VIII S.205 f. 47.

On 10 August the *Mary James* is described as a ship of 160 tons with 100 men on board, under Captain William Courtney. In the order of battle it was placed in the vanguard: S.P. Hen VIII S.205 f. 160.

That this is the *Mary James* of Bristol is confirmed by the Privy Council minutes of 6 February 1546.

The ship would have been dismissed when the fleet was demobilised in early September: *L&P*, XX, ii, nos. 346, 368.

6 February 1546

The minutes of the Privy Council record that 'William Karye, Robert Leyton, and John Pryne, merchauntes of Bristow, being commanded by John Wynter, deceased, about i yere passed to prepare for the Kinges Majestes service on the sees their ship called the *Marye James* of Bristowe, and haveng not sufficient ordenance for the furniture of the same, bought vi peces of ordenance with their chambres of one Williame Edgecombe and Richard Dane of Bristowe aforesaid for the somme of xxiiii li sterling'. The owners were now being sued for non-payment but the Crown accepted that the debt was its own: *A.P.C.*, I, p. 332.

On 13 April, the office of Augmentations issued a warrant to pay the amount owed by William Jaye, Robert Leighton and John Prinne. This was done because the ordnance was disposed to his majesties use after the ship's period of service: *A.P.C.*, I, p. 380-81.

13 March 1550

Departure of the *Mary James* of Bristow for Andalusia, carrying 1 fardel and 1 packet of Smyth's cloth: S.290.

22 December 1550

Return of the *Mary James* of Bristol, master David Gyllyn, carrying wine and oil belonging to Bristol merchants: E122 22/4.

THE *MATTHEW* OF BRISTOL

Size: c. 125 tons burden (26 April 1537)

Owner: unknown

23 December 1536

Return of the 'navicla' *Mathew* of Bristol, master William Deane, carrying 100.25 tons wine, 12 tons iron and 0.75 tons rosin: E122 199/3.

23 January 1537

Departure of the 'navicla' *Mathew de Bryst*', master William Teyn, carrying 3.5 tons lead, 3 cloths and 11 hogshead fish of 'whales': E122 199/3.

26 April 1537

Return of the 'navicla' *Mathew* of Bristoll, master William Deane, carrying 100.75 tons wine, c. 15 tons woad and 1 cwt. rosin: E122 199/3.

31 May 1537

Departure of the 'navicla' *Mathew* of Bristoll, master William Deane, carrying 4.5 tons lead belonging to William Shipman: E122 199/3.

9 July 1537

Return of the 'navicla' *Mathew* of Bristoll, master William Deyn, carrying 100 tons salt, 4 cwt. alum and 1 bale paper belonging to John Shipman and assoc. and 6 tons wine belonging to the master: E122 199/3.

Spring 1539

The *Matthew* of Bristol was attacked by Breton pirates. It was sailing in the company of the *Margaret* of Bristol: *Overseas Trade*, p. 104.

6 April 1544

Departure of the *Matthew* of Bristol, master John Wade, carrying 10 tons salt, 2 cwt. aniseed and 1 cwt. alum belonging to John Snygg: E122 21/12.

This is almost certainly a different ship to the one mentioned above.

8 May 1544

Return of the *Matthewe* of Bristol, master John Wade, carrying 40 dozen sheepskins belonging to William Chester: E122 21/12.

THE *MICHAEL* OF BRISTOL

Size: c. 30 tons burden (14 April 1542)

Owner: Unknown, but the consistent association with the merchants Alan Hill and William Sprat may indicate that they were at least part-owners.

22 November 1541

Return of the *Michael* of Bristol, master William Mathew, carrying 15.5 tuns wine, 27.5 cwt. woad and 26 cwt. rosin, belonging to Richard Williams, Alan Hill and William Sprat: E122 21/10. [Continent]

20 January 1542

Departure of the *Michael* of Bristol, master Nicholas Besscrest, carrying 15 dicker hides and some cloth, belonging to William Sprat and other Bristol merchants: E122 21/10. [Continent]

14 April 1542

Return of the *Michael* of Bristol, master Nicholas Waisherford, carrying 36 tons iron belonging to Alan Hill & assoc.: E122 21/10. [Continent]

25 May 1542

Departure of the *Michael* of Bristol, master David Gyllam, carrying 16.3 tons lead, 28 cloths and 22 hides, belonging to Bristol merchants inc. Alan Hill and William Sprat: E122 21/10. [Continent]

26 July 1542

Return of the *Michael* of Bristol, master David Gellyn, carrying 36 tons iron belonging to Thomas White & assoc.: E122 21/10. [Continent]

9 August 1542

Departure of the *Michael* of Bristol, master Fesant, carrying safron, corrupt wine, cloth and 0.25 tons iron, belonging to Alan Hill, William Appowell & Benedict Jay: E122 21/10. [Ireland]

22 October 1542

Return of the *Michael* of Bristol, master Thomas Fesant, carrying 135 barrels herring, 24.5 cwt. hake and 0.5 tons salmon_belonging to William Sprat & assoc.: E122 199/4. [Ireland]

10 August 1543

Departure of the *Michael* of Bristol, master Moris Welsh, carrying 5 tuns corrupt wine and various consumer goods, belonging to William Appowell and John Caps: E122 199/4. [Ireland]

THE *NICHOLAS* OF BRISTOL

Size: c. 15 tons burden (8 February 1543)

Owner: unknown

28 February 1542

Return of the *Nicholas* of Bristol, master John Llewelyn, carrying 1800 yards check cloth, 100 doz. sheep skins and fish, belonging to various merchants: E122 21/10. [Ireland]

20 March 1542

Departure of the *Nicholas* of Bristol, master Bartholomew Garland, carrying 30 quarters malt, 1 cwt. hops and 1 gross knives: E122 21/10. [Ireland]

15 May 1542

Return of the *Nicholas* of Bristol, master Bartholomew Garland, carrying 1 barrel salmon, 10 doz. sheep skins, 10 doz. lamb skins, 4 dicker deer skins and 0.5 tuns wine, belonging to Edward Pryn: E122 21/10. [Ireland]

16 June 1542

The *Nicholas* of Bristol leaves Bridgwater, master Patrick Garland, carrying 12 qrs wheat, tax free, under the name of Anthony St. Ledger (Lord Deputy of Ireland): E122 27/18.

28 July 1542

Return of the *Nicholas* of Bristol, master Bartholomew Garland, carrying 3.5 cwt. hake and 5 burden salted fish belonging to Richard Sare: E122 21/10. [Ireland]

22 October 1542

Return of the *Nicholas* of Bristol, master Bartholomew Garland, carrying 37 barrels herring, 5.2 cwt. hake, 0.5 tuns salmon, 1 barrel beef belonging to Bartholomew Garland: E122 199/4. [Ireland]

20 November 1542

Departure of the *Nicholas* of Bristol, master Bartholomew Garland, carrying silk, hoops, orchil and knives, belonging to one indigenous and one alien merchant: E122 199/4. [Ireland]

15 January 1543

Nicholas of Bristowe, master Bartholomew White, arrives in Ilfracombe, carrying Bowstaves, salmon and flock wool: E122 43/14.

22 January 1543

Return of the *Nicholas* of Bristol, master Bartholomew Garland, carrying 62 cwt. hake, 0.25 tons salmon and bow staves: E122 199/4. [Ireland]

8 February 1543

Departure of the *Nicholas* of Bristol, master Bartholomew Garland, carrying 13 tons salt: E122 199/4. [Ireland]

4 May 1543

Return of the *Nicholas* of Bristol, master Bartholomew Garland, carrying 3 tuns wine, 420 yards check cloth, sheep skins and kid skins: E122 199/4. [Ireland]

11 May 1543

Departure of the *Nicholas* of Bristol, master Bartholomew Garland, carrying 7 tuns salt, 0.5 tuns iron, 1 tun corrupt wine, 1 cwt. aniseed, 1 piece raisins and 10 lasts coal: E122 199/4. [Ireland]

27 June 1543

Return of the *Nicholas* of Bristol, master Bartholomew Garland, carrying salted skins, Irish wool, check cloth mantles and linen: E122 199/4. [Ireland]

22 December 1543

Departure of the *Nicholas* of Bristol, master Bartholomew Garland, carrying cloth and saffron: E122 21/12.

12-14 February 1544

Return of the *Nicholas* of Bristol, master Bartholomew Garland, carrying fish and raisins: E122 21/12.

THE *PHOENIX* OF BRISTOL

Size: c. 31 tons (10 September 1546)

Owner: unknown

10 September 1546

Return of the *Fenix* of Bristol, master John Boysher, carrying 31 tuns salt belonging to William Sherrington: E122 21/15. [Continent]

THE *PRIMROSE* OF BRISTOL

Size: c. 75 tons burden (2 May 1537)

Owner: Edward Pryn. A respected Bristol merchant engaged largely in the woad trade.

20 November 1536

Creation of a Bordeaux Charter party to take the *Primrose* of Bristol, master Thomas Glaich, to Bristol. Thomas Shipman and Owen Thurston were pursers.

On the 2 January 1537 the Bristol customs account records the return of the *Prymerose* de Brystoll, master Thomas Lache, carrying wine: E122 199/3.

The charter party and customs accounts are compared below. To aid comparison the order in which the names are given has been altered:

Charter Party	<i>Tuns</i>	Customs Account	<i>Tuns</i>
John Smythe	14.125	John Smythe	10.5
William Shipman	4.125	William Shipman & Cutte	4.0
John Court	0.5		
Francis Codrington	11.125	Francis Codryngton	8.5
John Gorney	4.5	John Gurney	3.5
William Sprat	7.0	William Sprat & Teson	7.75
Thomas Tizon	2.125		
John Branthon	7.5	John Brampton	6.5
William Cox	5.5	William Cockys	4.0
William Ballard	2.0	William Balard & Pryn	3.5
Richard Pryn	3.0		
Edward Pryn	2.5	Edward Pryn & Typton	5.5
Owen Thurston	4.5		
<i>Total Tons</i>	68.5	<i>Total Tons</i>	53.75

On 20 November, Shipman and Thurston registered a contract with Saubadon de Guachico and a crew of eleven seamen, three grommets and a page to sail the ship to Bristol, returning to Bourdeaux, Pasajes or St. jean de Luz. A Bordeaux merchant guaranteed the payment: *Overseas Trade*, p. 83.

23 January 1537

Departure of the *Primrose* of Bristol, master Thomas Shipman, carrying hides and cloth belonging to Bristol merchants, including John Smyth: E122 199/3.

2 May 1537

Return of the *Prymrose* of Bristol, master Thomas Dowdyng, carrying 74 tons iron, 6.5 tuns oil, 0.5 tuns wine, orchil and alum belonging to Bristol merchants: E122 199/3.

24 May 1537

Departure of the *Prymrose* of Bristol, master Thomas Dowding, carrying hides and cloth belonging to Bristol merchants: E122 199/3.

13 July 37

Return of the *Prymrose* de Bristol, master Thomas Shipman, carrying 69 tons iron belonging to William Shipman & assoc.: E122 199/3.

5 September 1537

Departure of the *Prymrose* of Bristol, master Philip Thomas, carrying hides and cloth belonging to Bristol merchants: E122 199/3.

1 October 1538

Prymrosse of Brystoll, master Rede, leaves Bridgwater carrying 48 quarters wheat, 18 quarters peas and 120 quarters beans belonging to Thomas Dowding. It was also laded with 6 quarters wheat and 54 quarters beans belonging to John Typten: E122 200/2.

31 January 1539

Smyth gives Edward Pryn £4 13s. 11d. to pay Thomas Dowding of Bridgwater for beans which are to be laden on the *Prymros*. However, this money is paid back to Smyth in two instalments, on 26 March and 7 May 1540, since the 'beanes war not laden': S.89. The voyage was presumably that made on 4 March.

4 March 1539

Prymrose of Brystol, master Thomas Dowdyng, leaves Bridgwater carrying 96 quarters beans and one cloth belonging to the master: E122 200/2.

December 1539

Return of *Primrose* from Bordeaux. Smyth owed £5 for the freight 5 tons of wine @ 20s. per tun: S.83. On 26 March 1540 Smyth credited Pryn £2 10s. for the half freight in the *Primrose*. However, since Pryn had laded 5 tons of Gascon wine on Smyth's ship, the *Trinity*, that winter, their debts simply cancelled each other out: S.89.

14 August 1540

Smyth credits Pryn 25s. to reserve the right to send 12 weys corn (72 quarters) to Spain on the *Primrose* freight free: S.89.

15 November 1540

Return of *Primrose* from Gascony. Smyth notes that he owed Pryn £5 for the freight of 5 tons of Gascon wine @ 20s. per ton on the *Primrose* 'to pay at 3 monthes & 3 monthes'. At the same time Pryn freighted iron in Smyth's ship the *Trinity*. Since this cost £9 8s. 4d., Smyth's freight dues were set off against Pryn's: S.89.

15 February 1541

Smyth laded 12 cloths aboard the *Primrose*, master T. Web, for a voyage to Biscay, East Spain: S.69. The ship sailed in the company of the *Trinity*.

24 October 1541

Return of the *Primrose*, master Thomas Lache, carrying 56.5 tons Azores woad, belonging to Edward Pryn & assoc. and the alien merchants Francis Blankeley & Gonzales: E122 21/10. [Continent]

28 November 1541

Departure of the *Primrose*, master Thomas Lache, carrying 68.5 cloths, belonging to Bristol merchants, including John Smyth & Codrington: E122 21/10. [Continent]

On 2 December Smyth records in a Biscay voyage account that he sent in the *Primrose* 10 cloths, 7 truckers and 2 white Kerseys: S.173.

16 December 1541

Primrose of Bristol, master Thomas Lache, leaves Bridgwater, carrying 16 weys (96 quarters) beans, 6 cloths and 2 tons lead belonging to John Taylor, an indigenous merchant: E122 27/18. [Continent]

8 May 1542

Return of *Primrose*, master Thomas White, carrying 80.5 tons iron belonging to William Ballard & assoc.: E122 21/10. [Continent]

On 19 May Smyth noted that he owed Pryn £5 7s. 6d. 2f. for the freight of 8.133 tons iron on the *Primrose* @ 13s. 4d. per ton. At this point Pryn owed Smyth £4 for 6 tons iron shipped the previous month in the *Trinity*. So Smyth was now left owing Pryn £1 7s. 6d. 2f. This debt was paid off in freight by 23 August: S.89.

The freight charge is also detailed in one of Smyth's iron accounts, where Thomas Lache is listed as the master: S.153.

25 May 1542

Departure of *Primrose*, master Thomas Lache, carrying 7 lasts coal and 2 cloths belonging to Edward Pryn: E122 21/10. [Continent]

28 July 1542

Return of *Primrose*, master Thomas Lache, carrying 28 tons salt belonging to William Ballard: E122 21/10. [Continent]

30 September 1542

Departure of *Primrose*, master Thomas Lache, carrying c.200 cloths, 11 hides, 30 calf skins and 2 tons lead belonging to various Bristol merchants: E122 199/4. [Continent]

20 December 1542

In a Biscay voyage account Smyth debits Robert Tyndall '1 ducatt which he r. of the purser of the *Primros* & gave me no cowmpt of hit': S.174.

29 December 1542

Return of *Primrose*, master Thomas Lache, carrying 69.5 tons iron belonging to Christiana White & assoc.: E122 199/4.

28 January 1544

Departure of the *Primrose* of Bristol, master Thomas Webbe, carrying cloth, calf skins and 30 tons lead belonging to Bristol merchants: E122 21/12.

29 April 1544

Return of the *Primrose* of Bristol, master David Gowgan. A damaged customs account indicates that the ship is carrying at least 53.5 tons iron and 3.75 tons wine belonging to Bristol merchants: E122 21/12.

12 December 1550

Return of the *Primrose* of Bristol, master Thomas Waryn, carrying 33.16 tons raisins, 2 tuns figs, 5.5 tuns wine, 1.75 tons aniseed and almonds: E122 22/4.

THE *SAVIOUR* OF BRISTOL

Size: c. 255 tons burden (3 August 1545)

Owner: Nicholas Thorn. Bristol's richest and most noted merchant, he was an associate of Thomas Cromwell and also the owner of the *Mary Conception*. He had apparently died by 1546 as a court case was then brought against his heirs. At that time he had trading contacts to the Levant: *Overseas Trade*, p. 161.

c.1535

Undated petition submitted to Henry VIII after the death of Robert Thorn (1532). Since Nicholas notes that the ship has been let-out to the Levant trade, it must be a year or two after Robert's death. However, since no mention is made of Cromwell or any Royal subsidy, the petition presumably predates the 1535-7 rebuilding of the *Saviour*.

Nicholas Thorn writes 'where as the sayd Robert in andolesya bowght a ship calyd the Savyor of the sayd towne [Bristol] of the portage of CCL tons beyng then offeryd to be sowld unto the Spanyards. And so much to them hit should not apere the sayd port [Bristol] to be so in decay of shipis the same ship then beyng the gretyst and best of this partys of Yngland and also the sayd Robart was then purpoyed to have cam into this yor sayd realme to geff your grase relacyon of countrys to be dyscoveryd and by the same ship and others intendyd throw your gracys ayde to dycovyr and sowght new contrys...' He notes of the ship it 'ys of to gret portage to trad to Bordyas or to the mor port of the partys of andolesya in Spayne to the wych partys your sayd beseacher here to fore have popysed to trade where fore he of latt lett to freyght the same ship into the partys of Levant to his many fold cost & charge by the resson she ys most appte for the same portys'.

He begs the King's letters patent for him and his assigns to have five years respite of payment of the custom of such merchandises as shall be laden in her or any other ship from Bristol in four voyages next after this date...they giving sufficient surety 50 ton freight free in 5 voyages outwards and homewards and 200 oaks of the Forest of Dean towards the building of a ship: S.P.1 238 f.14 (*L&P*, Addenda I, i, no.812)

28 December 1535

Nicholas Thorne wrote to Cromwell that he had contracted with a shipwright dwelling near Dartmouth 'for the new making of the *Saviour*'. The shipwright had arrived by February 1536 with 20 carpenters. Thorn then asked Cromwell to write to three individuals and tell them to deliver him 30-40 pieces of timber. He further noted that three are diverse forests in Wales and the Forest of Dean, near to the water side that belong to the King and certain religious houses: *L&P*, IX, no.1025.

25 January 1537

Letter from Nicholas Thorne to Thomas Cromwell states 'this yere past I have trobelyd your lordship with dyvers letters ondley dessiryng som ayde towards my chargis for the buldyng the ship the Savyor which by your lordships commandment I builded & have byn unto me very chargibull as by the acownt there of which by your commandment I delyvered M. gonston may apere, where fore I most humbly dessyar your good lordship to command som porsyon of money to be paid towardis my chargis sustayned for the buldyng and setting forwardis of the sam. Also if it wold plesse your lordship to command the warrant for the tonage to be sent a good part of the sam would be recovered in hir custom': P.R.O. S.P.1 115 f.64 (*L&P*, XII, i, no. 233).

5 February 1537

Return of the *Savyor* of Bristol, master Antony Pygott, carrying c.141.75 tons wine, 21.5 tons corrupt wine, 21.25 tons oil, 4.75 tons fruit, orchil, soap, raisins and marmalade belonging to various Bristol merchants: E122 199/3.

8 March 1537

Departure of the *Savyor* of Bristol, master Anton Pygott, carrying lead, hides and cloth belonging to various Bristol merchants: E122 199/3.

3 August 1537

Return of the *Savyor* of Bristol, master Antony Pygott, carrying 192.25 tuns oil, 18.25 tuns wine, 1 tun corrupt wine, 9.9 tons soap, alum and sugar belonging to Bristol merchants: E122 199/3.

17 September 1537

Departure of the *Savyor* of Bristol, master Antony Pygott, carrying some lead, cloth, hides and calf skins belonging to Bristol merchants: E122 199/3.

10 April 1539

The *Saviour* is reported to be among the Bristol ships ready to depart for Portsmouth, according to the King's command. In his letter to Cromwell, Nicholas Thorn notes that the ship is appointed with 60 mariners besides officers 'with flags and streamers of your Lordship's colours and arms'. Thorn desires Cromwell to appoint the soldiers that the ship is to carry: *L&P*, XIV, i, no. 736.

28 April 1539

The *Saviour* is reported to be at Lands End on its way to Portsmouth to join the fleet: *L&P*, XIV, i, no. 880.

10 June 1539

The *Saviour* was serving in the fleet at Portsmouth: *L&P*, XIV, i, no. 1097.

15 September 1539

Thorne writes to Cromwell that 'These days I advertised your Lordship of the safe arrival of The *Saviour* from Andalusia. I purpose sending her again to Luxborne and shall depart with the first wind. If there is any service I can do your Lordship in those parts I desire you to write': *L&P*, XIV, ii, no. 192.

19 January 1540

Return of *Saviour* from Andalusia. Smyth credits Nicholas Thorn £5 for the freight of 2 tons sack and 2 tons of oil on his ship the *Savior* @ 25s. per ton. The previous month Thorn had transported 3.25 tuns wine on the *Trinity*. So Smyth's effective debt was only £1 15s. This was paid on 21 January: S.82.

An oil account and a sack wine account confirm the freight details: S.84, 79.

1 March 1543

The *Saviour* of Bristol, returning from Andalusia to London (?) with a cargo of poisoned marmalade for the King. A letter from Bonner to Henry VIII warns that an Englishman living in Spain named William Estrige 'havyng suspecte acquayntance with dyverse naughtie freres in Seville intendethe shortly to presente your Majestie with dyverse costeleye boxes of

marmelado given to him by the saide friers & suspected to have within them things of danger & great perill.’ The goods are being sent on ‘the *Saver* of Bristowe’: P.R.O. S.P.1 176 f.99. Note *L&P* describes the ship as the ‘*Saber* of Bristowe’ but since there is no known ship of that name and the letters ‘b’ and ‘v’ were written in almost the same way, this must be the *Saviour*: *L&P*, XVIII, i, no. 231.

31 August 1543

Return of the *Savior* of Bristol, master Robert Brewys, carrying 5 hogshead Salmon belonging to William Sprat: E122 199/4. [Ireland]

Since these goods must have come from Ireland, it seems likely that the ship had been one of the ten Bristol ships operating in the Irish Sea that Spring and Summer. This ‘cargo’ would presumably have been picked-up while the ship was in an Irish harbour.

22 November 1543

A court case concerning a voyage of the *Saviour* between San Lucar de Barrameda and London: G. Connell-Smyth, *Forerunners of Drake*, p. 29.

31 December 1543

Departure of the *Saviour* of Bristol, master Robert Brewys, carrying at least 83 tons lead and cloth belonging to Bristol merchants: E122 21/12.

9 July 1544

Return of the *Saviour* of Bristol, master Robert Brewys, carrying at least 99 tons wine, 51 tons oil, 20 tuns soap, sugar and alum belonging to Bristol merchants: E122 21/12.

Summer 1545

By 28 May the *Saviour* was serving in the navy at Portsmouth and John Wynter was ordered to sail in her: *L&P*, XX, i, no. 827.

On 3 August the ‘*Saviour* of Bristoll’ was still at Portsmouth and was described as a ship of 340 tons with 200 men on board: S.P. Hen VIII S.205 f. 47.

On the 10 August it was described as a ship of 350 tons with 200 men on board, under Captain Arthur Wynter (John Wynter’s son). In the order of battle it was placed in the battle: S.P. Hen VIII s.205 f.160.

The ship would have been dismissed when the fleet was demobilised in early September: *L&P*, XX, ii, nos. 346, 368.

March 1546

The *Salviour* of Bristol is among the King’s ships being sent to the Narrow Seas at the end of March: *L&P*, XXI, i, no. 498.

February 1549

Return of *Saviour* from Andalusia. In an Andalusia wine account, Smyth notes he had laded 5 tons sack @ 5 Nobles (33s. 4d.) per ton freight: S.287.

5 April 1549

Departure of the *Savior* of Bristowe, master John Fischepill. In an Andalusia voyage account Smyth notes he laded cloths, 19.7 tons lead and 3 quarters wheat on the ship: S.290.

8 June 1549

Departure of the *Saviour*. In a voyage account for Andalusia, Smyth notes he laded the ship with 2 fardels cloth, 1 doz. calf skins and 15.2 tons lead: S.222(D).

September 1549

Return of *Savyor* of Bristol. Smyth had laded 10 tons of oil @ 33s. per ton. Full details of lading costs are given including £2 for custom @ 4s. per ton, indicating the entire cargo was declared: S.183.

18 September 1549

Departure of the *Savior* of Bristowe. In a voyage account for Andalusia, Smyth notes he laded the ship with 14 tons lead and some cloth: S.290.

May 1550

Return of *Savyor* of Bristowe. Smyth had laded 12 tons of oil on the ship, which paid freight @ 40s. per tun: S.185.

A loose sheet included in Smyth's Ledger, dated to Easter Quarter, 4 Edward VI (1550) refers to customs payments made by Willim Syms for John Smyth. The sheet includes payments of 45s. for 12 tons oil on the *Savyor*. Since oil was customed at 4s. per tun, this suggests that it was customed as 11.25 tuns. Payments were also made for cloth, lead and calf skins sent on the ship: S.256(A).

THE *SUNDAY* OF BRISTOL

Size: c. 15 tons burden (17 October 1541)

Owner: unknown

17 October 1541

Return of the *Sunday* of Bristol, master Peter Howell, carrying 110 barrels white herring, 6.25 cwt. hake, and tallow, belonging to William Gelly & assoc. and William Adams: E122 21/10. [Ireland]

22 November 1541

Return of the *Sunday* of Bristol, master Thomas Walter, carrying 28.5 barrels of white herring, belonging to the master & assoc.: E122 21/10. [Ireland]

3 December 1541

Departure of the *Sunday* of Bristol, master John Joyne, carrying 24 quarters wheat, belonging to Nicholas Rudsdale & Adams: E122 21/10. [Ireland]

14 January 1542

Sunday of Bristol, master Thomas Walter, leaves Bridgwater, carrying 6 weys (36 quarters) beans, belonging to John Ginyck(?): E122 27/18. [Ireland]

26 January 42

Return of the *Sunday* of Bristol, master John Jene, carrying 6 barrels herring, 4 cwt. hake, 13.3 c sheep skins and 4 mantles, belonging to William Gelly & Adams: E122 21/10. [Ireland]

17 March 1542

Departure of the *Sunday* of Bristol, master Evan Bretton, carrying 4 weys coal, belonging to William Gelly: E122 21/10. [Ireland]

12 April 1542

The *Sunday* of Bristol leaves Bridgwater, master Thomas Walter, carrying 12 quarters wheat and 2 cloths, belonging to the master: E122 27/18.

10 May 1542

The *Sunday* of Bristol arrives at Bridgwater, master Evan Water, carrying 100 yards Irish frieze and 3 mantles, belonging to William Coke(?): E122 27/18.

10 May 1542

The *Sunday* of Bristol leaves Bridgwater, master Evan Water, carrying 18 quarters wheat and some cloth, belonging to John Spark: E122 27/18.

20 May 1542

Return of the *Sunday* of Bristol, master Evan Bretton, carrying 12 tons salt, belonging to William Gelly: E122 21/10. [Continent]

10 June 1542

Departure of the *Sunday* of Bristol, master Nicholas Beverege, carrying 18 quarters wheat, 30 quarters beans & malt, 2.5 cwt. hops, 5 cwt. aniseed, belonging to Robert Newborn: E122 21/10. [Ireland]

26 June 1542

Return of the *Sunday* of Bristol, master Thomas Walter, carrying check cloth and skins of indigenous merchants with largely Irish names: E122 21/10. [Ireland]

26 June 1542

The *Sunday* of Bristow leaves Bridgwater, master Thomas Walter, carrying 12 quarters wheat belonging to Anthony St.Ledger. The cargo is exempted from custom: E122 27/18.

17 July 1542

Return of the *Sunday* of Bristol, master Nicholas Byforest, carrying 10 stone flock wool, belonging to Nicholas Kelly: E122 21/10. [Ireland]

21 July 1542

Departure of the *Sunday* of Bristol, master William Kelly, carrying 0.5 tuns corrupt wine, belonging to John Griffiths: E122 21/10. [Ireland]

24 October 1542

Return of the *Sunday* of Bristol, master unknown, carrying 45 barrels white herring, belonging to William [G]elly & White: E122 199/4. [Ireland]

26 January 1543

Departure of the *Sunday* of Bristol, master John Jene, carrying 12 tons salt, 2 tons corrupt wine, 3 cwt. aniseed and laces, belonging to William Chester: E122 199/4. [Ireland]

2 March 1543

Return of the *Sunday* of Bristol, master John Jene, carrying 4.5 tons wine and 20 salted hides belonging to William Chester and William Bennet: E122 199/4. [Ireland]

29 March 1543

Departure of the *Sunday* of Bristol, master John Jeyne, carrying spices, millstones and misc. items belonging to two merchants with Irish names: E122 199/4. [Ireland]

30 April 1543

Return of the *Sunday* of Bristol, master John Jeynes, carrying 2 tuns wine of Robert Butler, Lewis Robins and William Lewis. The first two of these are certainly Bristol merchants: E122 199/4. [Ireland]

29 May 1543

Departure of the *Sunday* of Bristol, master John Bougham, carrying 8 pairs millstones, belonging to Peter Howell: E122 199/4. [Ireland]

20 June 1543

Return of the *Sunday* of Bristol, master Thomas Walker, carrying sheep and deer skins, belonging to Richard Grenwey: E122 199/4. [Ireland]

9 July 1543

Return of the *Sunday* of Bristol, master William Gale(?), carrying 1.25 tuns wine, salted skins and salmon, belonging to Nicholas Kelly and William Lewis: E122 199/4. [Ireland]

12 February 1544

Return of the *Sunday* of Bristol, master John Jeyns, carrying fish and salt hides of indigenous merchants: E122 21/12.

4 December 1545

Departure of the *Sunday* of Bristol, master John Colyns, carrying 8 pair millstones and 1 tun corrupt wine, belonging to John Swan and John Griffiths: E122 21/15. [Ireland]

13 January 1546

Return of the *Sunday* of Bristol, master John Gryffith, carrying 5 pipes salmon, 6 cwt. hake, 1 barrel white herring, belonging to John Griffith & assoc.: E122 21/15. [Ireland]

18 January 1546

Departure of the *Sunday* of Bristol, master John Griffiths, carrying 9.5 tuns wine, marmalade, soap, sugar, calf-skins, knives, laces, spices and other consumer items, belonging to the Bristol merchant Nicholas Thorn & assoc.: E122 21/15. [Ireland]

18 March 1546

Return of the *Sunday* of Bristol, master Henry Whyte, carrying 54 quarters wheat, 12 quarters rye, Irish wool, skins and eels, belonging to John Gryffythe & assoc.: E122 21/15. [Ireland]

5 April 1546

Departure of the *Sunday* of Bristol, master John Brother, carrying sugar, soap, cloth, fish-hooks, primers, liquorice, millstones etc.: E122 21/15. [Ireland]

7 May 1546

Return of the *Sunday* of Bristol, master Henry Wyyte, carrying 3 quarters wheat and Irish frieze belonging to John Gryffyth: E122 21/15. [Ireland]

12 July 1546

Return of the *Sunday* of Bristol, master Bartholomew Garland, carrying 6 quarters barley, 22 stone Irish wool and salted fish, belonging to John Gryffyth and Henry Rowsell: E122 21/15. [Ireland]

27 August 1546

Departure of the *Sunday* of Bristol, master Thomas Walter, carrying 3.5 tuns wine and 7.67 cwt. hops, belonging to John Bedfield and William Chester & assoc.: E122 21/15. [Ireland]

THE *TRINITY* OF BRISTOL

Size : c. 115 tons burden (2 August 1545 , suggests 112.5 tons)

Owner: John Smyth

15 November 1536

'La *Trenite* de Bristol', master Johan Darby, is chartered at Bourdeaux. The agreement, made between 'Johan Esmythe and Francoys Codrinthon, marchans du dit Bristol', states that 'le dit Codrinthon a mis et charge audit navire au present port de Bourdeaulx lo nombre de cent troy tonneaux, troys barriques et deux tiers de vin' (104.035 tons) 'put and charged on the said ship at the present port of Bordeaux the number of 103 tonneaux, three barriques and 2 tiers of wine'], The ship was to leave 'du premier bon temps convenable jusq'a port et havre du dit Bristol'. The freight rate was set at 25s. per ton 'Lequel frect sera paie audit maistre ou a son commis de par della es termes ensuyven, scovis est, la moitie a la descharge dudit vin et l'autre moitie dedens ung mois amprez.' (one month after arrival?): *Overseas Trade*, pp. 82-3.

22 December 1536

The return of the *Trinite* of Bristol, master John Darby, is recorded in the Bristol customs accounts: E122 199/3. The customs account and charter party are compared below. The order of the names has been altered, the names given in the customs account anglicised and French/Spanish measures are converted into tons.

Charter Party	<i>tons</i>	Customs Account	<i>tons</i>
Francoys Codrinthon	18.33 wine 1.5 rosin	Francis Codrington	14.0 wine 1.5 rosin
Johan Esmythe	18.125 wine 6.33 iron	John Smyth	13.5 wine 6.33 iron
Johan Branthom	15.25 wine	John Brampton	13.5 wine
Guilhem Cocqs	15.0 wine	William Cokks	12.0 wine
Guilhem Sprat	2.0 wine	William Sprat	1.25 wine
Rafe Lich	10.66 wine	Ralph Leche	8.08 wine
Guilhem Rouller	15.0 wine	William Rowley	12.5 wine
Johan Rolland	2.0 wine	John Rowland	1.75 wine
Johan Chipman	1.0 wine	John Shipman	0.75 wine
Johan Wynther	3.0 wine	John Wynter	2.75 wine
Guilhem Chipman	6.0 wine	William Shipman	4.5 wine
		John Darby	0.5 pitch
		Martinus Saunce (alien)	0.9 rosin
<i>Total Tons</i>	106.365 wine 6.33 iron 1.5 rosin 0.5 pitch	<i>Total Tons</i>	84.58 wine 6.33 iron 2.4 rosin 0.5 pitch

Note: John Darby probably doesn't appear in the charter party because, as master, he was carrying his pitch as part of his customary right of portage. Martinus Saunce, may also be a member of the crew.

20 January 1537

Departure of *Trinity*, master John Darby, carrying cloth and hides belonging to Bristol merchants: E122 199/3.

3 May 1537

Smyth notes in his ledger that Ris (Rhys) Moris Abowen, a gentleman of Camarthen and the owner of the *Mary Grace*, owes him 24s. 3d. for beer, Newfoundland fish and a seam of wood given to John Enyons, the purser of the *Mary Grace*, 'in theyr greate nede' by Smyth's 'sarvant Tyndall & purser of my ship the *Trynte*'. However, it appears that Smyth was never paid, since the debt is not cancelled: S.8.

26 May 1537

Return of the *Trinity*, master John Darby, carrying 82.75 tuns wine, 12.5 tons iron and 7.1875 tons woad: E122 199/3.

1 June 1537

Departure of the *Trinity*, master John Darby, carrying 61 cloths, 31 dicker hides, 8 doz. calf skins and 240 quarters beans. The beans and 14 dicker tanned hides belonged to John Smyth: E122 199/3.

27 July 1537

Hugh Tipton writes to his master, William Sprat, that the *Trinity* and *Mary Bride* left that day Rendry for Bristol. He had laded Sprat's 'cabull' (merchandise) on the *Trinity*: *Overseas Trade*, p. 128.

7 August 1537

Return of *Trinity*, master John Darby, with 128 tons iron & 1 ton wine carried by 'John Shipman and dyvers persoons'. The ship arrived the same day as the *Mary Bryde*: E122 199/3. Eleven days passed between the departure of the ship and it's the payment of customs at Bristol.

29 August 1537

Departure of the *Trinity*, master John Darby. The ship was carrying 120 quarters grain, 100 doz. calf skins and 460 dicker tanned hides, belonging to John Smyth. Other merchants laded hides, calf skins and cloth: E122 199/3.

1539

John Smyth inventories his ship. He records on the debit side of his ledger that 'The Trynte my ship (God save her) owith £250 that is so myche her hull, mastes, takle, sayles, 4 ankers, 4 cables, brazyn shevers [brass sheaves], 2 Gret gouns callid port peces with eich 2 chambers, 2 gret slynges with eich 2 chambers, 4 guns callid basys with eich 2 chambres & 11 peces iren callyd Portyngall verssos with eich 2 chambres & many pelletes of iren & stone belonyng to the same, with bowes, arrows, bills, morys pikes & dartes 7 other monycions & ablymentes belongyng to the same ship.': S. 61.

Since England was on the verge of war with France and Spain at the beginning of 1539 and Smyth sent the *Trinity* to Spain at this time, it seems likely that the inventory was conducted just before the ship sailed, as a way of checking what he would lose if war broke-out and the ship was seized. His interjection 'God save her' and the fact that he was entering the ship as a debit in his ledger suggests that he feared, but was preparing for, the worst.

2 February 1539

Smyth debited Codrington & Carr for the cost of a licence for 8 weys (48 quarters) beans laded on the *Trinity*: S.60.

March 1539

The *Trinity* in Passajes, Northern Spain. Smyth noted that his factor, Thomas Shipman, 'r. owt of the Trynte in Marche' 26 London cloths, 10 customs cloths, 47 doz. calf skins, 21.5 weys (129 quarters) wheat, 22 weys 44 bushels (137.5 quarters) beans: S. 50. Smyth's total lading would therefore have been 53.3 tons grain, 0.9 tons cloth and 0.8 tons leather.

April 1539

Return of the *Trinity* from Spain. Smyth credits his factor, Thomas Shipman, 379,300 M (£252 17s. 4d.) for 7 C kyntalls (46.66 Spanish tons) iron laden in ship, 12,554 M (£8 6s. 8d.) for victuals (wheat, cider and hake) for the ship, 3750 M. (£2 10s.) for 388 lb. cordage, 750M (10s.) for two knees for the dalehead and 1445M (19s. 3d.) for the fee for 'towying her in & owt to the Passage': S.50.

On 31 May 1539 Smyth debits the accounts of three merchants for freighting 32.5 tons iron on the *Trinity*. These are:

William Shipman (15 tons @ 15s.) is debited £6 5s. for 'the rest' of his payment, implying that he has already paid £5. Shipman pays £6 on 20 October, which appears to be for this debt. There is no record of the remaining 5s. being paid: S.7.

John Wynter (7.5 tons @ 15s.) is debited £5 12s. 6d, 'to pay 1/2 in hand & thother 1/2 3 months after her discharging'. He paid £5 on 12 November 1539. The other 12s. 6d. was never paid and was written-off as a bad debt on 2 March 1544: S.11.

Nicholas Gay (3 tons @ 15s.) and (7 tons @ 13s. 4d.) is debited £6 18/4. He paid on 23 October, to Smyth's servant Giles White, in Andalusia: S.16.

Smyth's failure to get full payment from Shipman and Wynter, who were otherwise regular payers, may suggest there was some disagreement about what the freight rate was meant to be. This supposition may be supported by the anomaly of Gay paying freight at two different rates.

The total recorded freight is 79.16 Span tons, worth £59 7s. 6d. However, since many of Smyth's personal accounts do not start until the autumn of 1539, it is possible that other debts for this voyage were recorded in his old ledger (see 10 October).

May 1539

Smyth sells William Chester two Portuguese Verssos with their chambers at 20s. per gun. These may have come from the *Trinity*: S.35.

12 July 1539

Smyth credits Thomas Howell £2 8s. for six butts beer for the *Trinity*: S.37.

August 1539

The *Trinity* is in northern Spain. Robert Tyndall, Smyth's apprentice resident in San Sebastian, received from Smyth 10 London Cloths, a Tenby frieze, 20 dicker leather, 29 wey 43 bushels wheat (179.375 quarters), 10 weys 16 bushels beans (62 quarters): S. 55.

In July Smyth recorded that a licence for 20 weys (120 quarters) wheat and 10 weys (60 quarters) beans was employed on the *Trinity*. The licence was supplied by Francis Codrington and William Carr, who Smyth credited £8 6d. for the use of half the licence: S.60. This suggests the licence cost c. 2s. 5d. 2f. per quarter.

Codrington & Carr's own account suggests a licence for 30 weys wheat and [10] weys of beans was employed on the *Trinity*, with Smyth taking a half part when he was only due a quarter: S.222(B).

William Tyndall was also sold part of the licence for 7 weys beans: S.222(B).

After the return of the *Trinity* in October Thomas Tyson was rebated 8s. 4d. on his freight charges 'for as much as he lode no corn at the viage'. This suggests that he sent, or was meant to send, corn on this voyage: S.59.

Smyth's thus exported a total of 241.375 quarters wheat and beans of which 90 quarters, or 37%, was legally covered. He thus exported 48.3 tons grain, 0.9 tons cloth and 3.6 tons leather. However, his licence account suggests that Smyth's lading only amounted to half of what was on the ship, so the total lading was at least 101.5 tons.

10 October 1539

Return of *Trinity* from Northern Spain. Smyth debits the personal accounts of seven Bristol merchants £57 7s. 6d. for the freight of 76.5 Spanish tons iron @ 15s. per ton. These are:

Robert Pole of Gloucester (5 tons) owed £3 15s. Although he is debited on 10 September, this is probably a mistake since all other entries read 10 October. Pole also owed. 3s. 4d. for averes @ 8s. per ton and 12s. 6d. for custom @ 2s. 6d. per ton making a total debt of £4 10s. 10d. The fee for customs indicates the consignment was fully declared. The debt was paid on 24 November: S.58.

William Shipman (10 tons) owed £7 10s. 'to be pd. at all tymes'. He paid £6 13s. 4d. on 7 January 1540 and 16s. 8d. on 5 February: S.7.

Giles White (2.5 tons) owed £2 6s. 11d. for freight, averes, custom and petty charges that Smyth paid. White was Smyth's servant and already owed Smyth £12 10s. The freight debt was cleared by 11 May 1540 when Smyth received a tun of wine and 0.55 tons iron: S.42.

Robert Durban (5 tons) owed £3 15s. The debt was settled on 13 December: S.58.

Thomas Hart (5 tons) owed £3 15s. He paid in freight on 23 November: S.59.

Thomas Tizon (5 tons) owed £3 15s. He paid on 3 January 1540: S.59.

Francis Codrington & William Carr (40 tons) owed £30. They also owed £1 10s. for 4 tons @ 7s. 6d. per ton that 'came ded freight in theyres & Master William Shipmans compliment'. The debt was discharged on 15 January 1540: S.60.

Note: On 15 October 1539 Smyth transferred his iron account from his old book to his new ledger. He noted in the new ledger that he had c.64 tons in stock at the 'clozinge up acownt of my iren in my old boke fo. 172': S.53. It seems likely that much of this was laded on this voyage. For the purpose of the study of Smyth's shipments it is assumed he laded 50 tons on this voyage. This would make the complete lading 126.5 tons, which would be a typical iron cargo for the *Trinity*.

2 October 1539

Smyth owed 2s. 6d. for 10 Irish boards for the *Trinity*: S.39.

October 1539

Departure of the *Trinity* to Bordeaux. Smyth sends his apprentice Hugh Hamond in the ship with 2 great ox hides, a bay gelding and some cash, to be received by his apprentice, Robert Tyndall: S.55.

4 December 1539

Return of the *Trinity* from Bordeaux. It seems likely it had returned by this date since Tyndall's account was closed at this time, which probably would not have happened until the *Trinity* returned: S.55.

In December / January Smyth received 24.75 tons of Gascon wine from the *Trinity*. He charged his Bordeaux wine account 20s. per ton freight for this: S.83.

On 12 December 1539 William Ballard was debited £1 for the half-freight of 2 tons of Gascon wine 'this vyntage' @ 20s. Ballard had already paid half, the rest being due on Lady Day (25 March) 1540. The debt was paid on 14 August 1540: S.36.

On 22 December 1539 there are ten references to freight fees due on wine & woad from Bordeaux @ 20s. per ton.

Robert Leighton (5 tons wine & 4 half-bales [0.28 tons] woad) owed £2 12s. 11d for half-freight. He had already paid half and was due to pay the remainder by 25 March 1540. The debt was settled on 22 May 1540: S.46.

Thomas Hart (6 tons wine) charged £6. No payment plan is mentioned but at this point Smyth owed Hart £2 10s. After this freight charge Hart was left owing Smyth £3 10s., which was paid on 7 April 1540: S.59.

Francis Codrington & William Carr (200 half-bales (14.28 tons accounting 14 half-bales to the ton)) charged £14 5s. 8d. 'to pay ½ in hand & thother ½ at the end of 3 monthes next commyng' i.e. 30 March 1540. This was paid, along with other debts, on 15 January 1540: S.60.

Nicholas Thorn (3.25 tons wine) charged £3 5s. The debt was paid in freight on 19 January 1540: S.82.

John Shipman, the elder (4 tons wine) charged £4. The debt was paid in freight on 23 December 1539: S.86.

William Rowley (5 tons wine) charged £2 10s for half-freight. He had already paid half his dues and the remainder was to be paid on 23 March 1540. The debt was settled on 8 May 1540: S.87.

John Gorney (5 tons wine) charged £5. He was to pay half in hand and half on 25 March 1540. He actually paid half on 20 February 1540 and other half on 7 February 1541: S.88.

Edward Pryn (5 tons wine) charged £2 10s. for 'the ½ & hole rest' of his freight. He was to pay the rest on 25 March 1540. In reality this debt simply cancelled-out against the 5 tons Gascon wine that Smyth had just laded on Pryn's ship, the *Primrose*. Smyth acknowledges this on 26 March 1540: S.89.

Mathew Kent (6 tons wine and 4 half-bales [0.28 tons] woad) charged £6 5s. 8d. He was to pay half in hand and half on 25 March 1540. He actually paid £2 on 4 March 1540 and the remainder on 25 May: S.90.

Lawrence Vine (1.5 tons wine and 7 half-bales [0.5 tons] woad) charged £2. He was to pay half in hand and half 25 March 1540. He actually paid on 4 May 1540: S.90.

On 22 January 40 there is a further note of freight due on Bordeaux wine this 'vyntage':

William Shipman (5 tons) charged £5. He was to pay half in hand and half 25 March 1540. He paid on 22 March 1540: S.7.

On an unspecified date between 10 October 1539 and 10 May 1540 there is a reference for freight due for this vintage's Gascon wine sent on the *Trinity*. This must refer to this voyage:

Thomas Tyson (4.5 tons) is charged £4 10s. He is to pay half in hand and half 25 March 1540. He actually pays half on 20 February 1540 and half 15 April 1540: S.59.

On an unspecified date between 8 October 1539 and 15 November 1540 there is a reference to freight due for this vintage's Bordeaux wine sent on the *Trinity*. This must also refer to this voyage:

Nicholas Gay (3.5 tons) charged £3 10s., to pay half in hand and half 25 March 1540. He actually pays £1 15s. on 16 February 1540 and the remainder 14 July 1540: S.16.

The total laded amounted to 15.34 tons woad and 80.5 tons wine, making 95.84 tons.

Total freight charges came to £95 17s. 2d.

1540

Smyth credits Richard Williams 4s. for certain 'ratlyne, marlyne & twyne that Hamond r. of hym for my ship': S.100.

8 March 1540

Departure of the *Trinity*, master John Darby, carrying 39 dicker cow and steer hides, 6.3 dicker ox hides and 31 weys (186 quarters) beans: S.69. The ship was therefore laded with at least 37.2 tons beans and 8.1 tons leather belonging to Smyth.

On 10 May 1540 Robert Pole paid freight charges for cloth and leather sent to Spain on the *Trinity*. This was treated as the equivalent of 19.5 cloths and paid 2 rialles (10.89d) per cloth: S.58.

Edward Pryn apparently sent corn on this the *Trinity* this voyage, since after the return of the *Trinity* in April, Pryn had 25s. deducted from his iron freight charge after 'he promezith me to laide at eny tyme in the Primros 12 weys of corne to Spayne, freight free, as he have don with me in this seid viage': S.89.

13 March 1540

Smyth credits Moris Appowell 5s. 6d. 'for *serteyne* stuff he made for my ship': S.65.

29 April 1540

Return of the *Trinity* from northern Spain. Smyth received from the ship 477 K (31.8 Spanish tons) Rendry iron and 244 K (16.266 Spanish tons) San Sebastian iron, making a total of 48.066 Spanish tons. By Smyth's measure the consignment weighed 52 tons, 5 cwt., 3 qr., 10 lb. (52.292 Smyth tons): S.53.

The costs paid on the consignment it was treated as 48 tons for freight and customs purposes. On 10 May 1540 Smyth charged ten merchants for freighting 55.66 Spanish tons iron on the *Trinity* @ 13s. 4d. These were:

John Cutt (1.33 tons) is charged 17s. 9d. 2f. 'to pay it at thend of 3 monthes next commyng'. At this point Smyth's ledger indicates that Cutt was 21s. 2d. in debt to him. However, the way the payments were made suggest that Cutt believed that Smyth owed him 4s. 4d. and so settled this freight charge by paying him 13s. 5d. on 29 July 1540: S.27.

William Sprat (15 tons) is charged £10, to pay at the end of 3 months. On 19 June, Smyth credits Sprat for 6.8 tons freighted on the *Jesus*. Some of this pays for older debts but £4 14s. 2d. would cover the charge on the *Trinity*. The remainder is paid on 16 Oct 1540: S.30.

Giles White, (2 tons) is charged £1 6s. 8d. On 21 August 1540 Smyth declares that White's debts are discharged: S.42.

Robert Pole (5 tons) is charged £3 6s. 8d. He is also charged for freight at 2s. 10d. per ton, indicating that the cargo was treated as 5 tons. He paid on 28 September 1540: S.58.

Thomas Tyson (4 tons) is charged £2 13s. 4d. 'to pay at thend of 3 monthes'. He paid £1 16s. 5d. on 29 July, 16s. 8d. on 12 September and the remainder on 19 February 1541: S.59.

John Shipman, the elder (5 tons) is charged £3 6s. 8d. 'payable at thend of 3 monthes next foloing'. He paid in freight on 17 July 1540: S.86.

William Cockes (9 tons) is charged £6 'to be paid at thend of 3 monthes next commyng, as it may apere by the charterparty'. He paid on 18 August 1540: S.99.

John Pryn (10 tons) is charged £6 13s. 4d. 'to pay at thend of 3 monthes'. He paid £5 on 4 August 1540 and the remainder on 31 December: S.99.

Thomas Robertz, servant to William Shipman, (2.733 tons) is charged £1 16s. 1d. 'to pay at thend of 3 monthes'. He paid on an unknown date: S.99.

Richard Williams (1 ton) is charged 13s. 4d. 'to pay at then of 3 monthes'. He paid in goods and cash by 5 February 1541: S.100.

On the same day, Edward Pryn is charged £11 5s. for 15 tons iron @ 15s. per ton 'to pay at thend of 3 monthes'. Pryn paid £5 on 14 August and £5 on 17 September. This would have discharged his debt if he had been charged at the same rate as the other merchants. Pryn clearly paid no more money, suggesting that this is all he thought he owed. However, Smyth notes that he only credited Pryn with the outstanding, and presumably disputed, £1 5s. in return for an agreement over future freighting: S.89.

The total recorded lading is 118.063 Spanish tons. Total freight charges are £79 18s. 10d.

9 June 1540

Smyth credits William Pickes 20s. for 'tallow & bytakle to my ship this viage': S.97.

9 June 1540

Departure of the *Trinity*, master John Darby, to Northern Spain.

Smyth laded 21 London cloths, 7.1 dicker cow and steer hides, 180 quarters beans and 69 quarters wheat on the ship: S.69. The ship was thus laded with at least 49.8 tons grain, 1.3 tons leather and 1.9 tons cloth.

The same month Smyth notes in a licence account that he used a licence for 15 dicker hides for entered in the *Trinity*, which belonged to him, Thomas Smythe and Giles White: S.71.

22 August 1540

Smyth credits John Yerbery 25s. for 10 sheaf's of arrows with belts and cases: S.47. These may have been bought for the *Trinity*.

19 August 1540

Return of the *Trinity* from northern Spain. Smyth received from the ship 420 K (28 Spanish tons) San Sebastian iron, which by his own weights amounted to 30 ton 16C 9li (30.804 tons). He also received 435 K (29 Spanish tons) Rendry iron, which by his own weights amounted to 31 18.5C 4li (31.927 tons): S.53. Smyth's conversions indicate that a Spanish ton was 10% heavier than his own.

On 23 August Smyth charged 13 merchants £45 3s. 11d. for the freight of 67.63 Spanish tons iron from Spain @ 13s. 4d per ton. No specific payment plans are detailed in any case. The merchants were:

William Shipman (5 tons) charged £3 6s 8d. He paid on 15 December: S.7.

John Cutt (1.33 tons) charged 17s. 9d. 2f. Edward Pryn paid for him on 31 December: S.27, S.89.

William Sprat (5 tons) charged £3 6s 8d. He paid in freight on 20 December: S.30.

Nicholas Sprat (1.133 tons) charged £1 3s 1d. His father, William, paid on 20 December: S.30.

Robert Pole (2.133 tons) charged £1 8s. 7d. He paid on 28 September: S.58.

Francis Codrington & William Carr (20 tons) charged £13 6s. 8d. They paid on 18 November: S.60.

John Shipman the elder (3.5 tons) charged £2 6s. 8d. This freight due served to pay off most of Smyth's debt to Shipman: S.86.

Edward Pryn (5 tons) charged £3 6s. 8d. He paid on 6 December 1540: S.89.

Luyes Robyns (1 ton) charged 13s. 4d. He paid on 31 December: S.91.

Thomas White (11 tons) charged £7 6s. 8d. He paid on 17 September 1540: S.91.

Robert Sexy (3 tons) charged £2. He paid on 6 December 1540: S.97.

John Pryn (3.33 tons) charged £2 4s. 6d. He paid 11s. 2d. on 31 December and the remainder on 29 January 1541: S.99.

Thomas Robertz (0.27 tons) charged 3s. 7d. He Paid on 15 January 1541: S.99.

Thomas Smyth (5.93 tons) charged £3 19s. 1d. He paid £3 16s. 4d. on 25 February 1541. Since later payments appear to refer to later debts, the outstanding 2s. 9d. appears to have been left unpaid: S.102. N.B. – Thomas is John Smyth's uncle.

On the same day Edward Pryn is also charged 16s. 1d for 14K (0.932 tons) laden on the *Trinity* @ 10s. per ton: S.89. He paid on 6 December: S.89.

On the 29 August there is a further reference to freight due on this voyage:

Thomas Tyson (0.66 tons iron) @ 13/4 is charged 8s. 10d. He paid on 19 February 1541: S.59.

The total recorded lading is 126.2 Spanish tons. Assuming Smyth charged himself @ 13s. 4d. per ton, total freight receipts would be £84 9s. 2f.

28 August 1540

Departure of the *Trinity*, master John Darby, to Bordeaux. Smyth laded it with 6 cloths, a bay gelding and some cash to be paid to Thomas Shipman: S.104.

6 November 1540

Return of the *Trinity*, master John Derby, from Bordeaux.

Smyth had 11 tons of his Gascon wine on the ship, which owed freight @ 20s. per ton: S.108. On 13 November 1540 Smyth noted that he also received 5 bales (0.714 tons) woad from the *Trinity*: S.52. At 20s. per ton this would be charged 14s. 3d.

On 6 November 1540 Smyth charged 3 merchants £11 15s. for the freight of 11.75 tons wine @ 20s. per ton laded at Bordeaux:

Robert Leighton (3 tons) charged £3 'to pay 30s at thend of 3 monthes next ffolowyng & 30s at thend of 3 monthes next after that'. He paid on 12 February 1541: S.46.

John Gorney (5 tons) charged £5 'to pay it in hallfes at 3 monthes & 3 monthes'. He paid £2 on 1 April 1541, 15s. 7d. on 18 December 1541 and £2 4s. 5d. on 10 April 1542: S.88.

William Cockes (3.75 tons) charged £3 15s. 'to pay at 3 monthes & 3 monthes'. He paid £1 17s. 6d. on 15 February 1541 and £1 7s. 6d. on 7 May 1541. Although Cockes pays later debts, the remaining 10s. of this debt is not accounted for: S.99.

On 15 November 1540 Smyth charged 12 merchants £62 18s. 4d. for the freight of 62.915 tons Gascon wine from Bordeaux. All were to pay half in three months and the remainder three months after that:

William Shipman (12 tons) charged £12. He paid £6 on 7 April 1541 and £6 on 24 September 1541: S.7.

Nicholas Gay (3 tons) charged £3. He paid £1 10s. on 19 March 1541 and £1 10s. on 3 March 1543: S.16.

William Sprat (5 tons) charged £5. He was paid in freight by 20 December: S.30.

Thomas Hart (4 tons) charged £4. He paid £2 on 14 February 1541 and £2 on 3 August 1541: S.59.

Nicholas Thorn (6 tons) charged £6. He paid £3 on 7 February 1541 and £3 on 7 February 1541: S.82.

William Rowley (5 tons) charged £5. He paid £2 10s. on 16 February 1541 and £2 10s. on 4 May 1541: S.87.

Mathew Kent (3 tons) charged £3. He paid £1 10s. on 23 February 1541 and £1 10s. on 12 August 1541: S.90.

Thomas Smyth (3 tons) charged £3. He paid £2 on 17 May 1541. Later payments appear to be associated with later debts, so the remaining £1 from this debt appears to have been unpaid: S.102. NB – Thomas was John Smyth's uncle

Thomas Carpenter (5 tons) charged £5. He paid on 11 July 1541: S.115.

Arthur Smyth (5.5 tons) charged £5 10s. He paid £3 on 13 May 1541, £1 10s. on 16 July 1541 and £1 on 3 August 1541: S.115.

William Jones (2 tons) charged £2. He paid £1 on 7 February 1541 and £1 on 7 May 1541: S.117.

Edward Pryn (9.415 tons) charged £9 8s. 4d for freight taken by him and John Cutt. Of this £5 was immediately set against freight carried on the *Primrose*. A further £2 4s. 2d was paid on 2 March 1541 and £2 4s. 2d. on 19 May 1541: S.89.

On the same day Smyth charges Thomas Tyson for the freight of 1 ton rosin @ 20s. per ton 'to pay at 3 monthes & 3 monthes'. However, although the payment should have been for 20s. Smyth records the debt as 15s. Tyson settles all but 3d. of the debt on 19 February 1541: S.59.

Total lading = 87.379 tons. Total freight charges = c. £87 2s. 7d.

20 January 1541

Smyth sells John Caps 6 Portuguese Verssos of iron with each 2 chambers and firelocks for £6. He also charges £1 for their hire, suggesting these were the same guns he hired to Caps for 20s. on the 17 August 1540: S.22. The guns presumably came from the *Trinity*, which in 1539 was recorded as having 11 iron Portuguese Verssos, with 2 chambers each.

21 January 41

Smyth credits David Williams £2 14s. 3d. for 15 cwt. 74 lb. biscuit @ 3s. 6d. per cwt.: S.13
This is presumably intended for the *Trinity*.

29 January 1541

Smyth credits John Pryn 5s. 10d. for '12 ores which my boteswayne occupyed in the ship of the seid Pryns ores': S.99.

15 February 1541

Departure of the *Trinity*, master John Darby, to northern Spain.

Smyth's laded 48 weys (288 quarters) wheat, 7 dicker ox hides, 10.1 dicker cow and steer hides, 127 doz. calf skins, and 8 cloths: S.69.

A 'licence' account of the 10 February for the voyage, which is discussed extensively in chapter 2, indicates that Smyth bought a licence to export 100 quarters wheat on the ship. However, in reality he shipped 51 weys (306 quarters) Francis Codrington shipped 30 weys (180 quarters) and John Darby shipped 3 weys (18 quarters), making a total of 504 quarters: 71. So less than 20% was legally covered, the payments to four customs officers presumably making up the difference.

Francis Codrington & William Carr's own account suggests that they were actually covered for (32 weys) 192 quarters laden on the *Trinity*: S.222(B).

On 10 February 1541 Smyth debits John Darby, for the licence for the 18 quarters wheat he laded on the *Trinity*: S.65.

On 25 February Smyth notes that he received money from William Tyndall 'for his brother Robert my sarvant for 3 wey wheat with the costes in my ship', which explains the discrepancy between the voyage account of what Smyth laded and the licence account: S.119.

Smyth's wheat account for the voyage notes that some of the wheat was 'r. of Frances Codryngton owt of Lawghtons trowe' which indicates that it was illegally laded: S.119.

Smyth's hide and calf skins accounts for the voyage indicates that the leather was illicitly laded: see discussion in chapter 2; S.119.

On this voyage the *Trinity* was laded with at least 100.8 tons wheat, 5.3 tons leather and 0.7 tons cloth. So even if no other goods were laded on the ship it would be laded to 93% of its estimated capacity.

16 February 1541

Smyth credits Thomas Heynes £5 7s. for 14 butts, 1 barrel beer supplied for the *Trinity*: S.78.

26 April 1541

Return of *Trinity*, master John Darby, from Spain.

The date is based on Tyndall's reckoning of sale, which is received this day: S.69. Smyth notes his receipt of 750 K 115 lb. (50.77 Spanish tons) Rendry and San Sebastian iron from the *Trinity*. For the purpose of freight charges and Spanish customs it was treated as 50 tons. However, the Bristol customs officers treated it as 48 tons and by Smyth's own measure it equalled 54 tons 1046 lbs.: S.127.

On 4 May Smyth charged four merchants £50 for 75 tons iron shipped on the *Trinity* @ 13s. 4d. per ton. All were to pay half in hand and half at the end of 3 months next coming (i.e. 31 August):

William Shipman (10 tons) charged £6 13s. 4d. He paid on 24 September 1541: S.7.

Frances Codrington & William Car (40 tons) charged £26 13s. 4d. The debt was settled in August: S.60.

John Shipman thelder (18 tons) charged £12. He had already paid half and paid the remainder on 31 August: S.86.

William Cokes (7 tons) charged £4 13s. 4d. He had paid half already and paid the remainder on 30 August: S.99.

On 6 May Smyth charged Robert Pole 6s. 8d. for the freight due on two anchors (presumably weighing 0.5 tons) shipped in the *Trinity* from Spain. This debt was covered when Pole arranged a shipment of wheat in December: S.111.

Total freight = 125.5 Spanish tons. Total freight charges = £83.6s. 8

14 August 1541

Smyth credits Moris Appowell 14s. 'that is for so mych r. of hym in iren warck for my Ship until this daye': S.65.

17 August 1541

Departure of the *Trinity*, master Thomas Webb, to Lisbon.

Smyth laded it with 53 weys 41 bushels wheat (323.125 quarters) wheat and 21 'under the rule & governance of Giles Whit my late servant'. It apparently sailed with the *Saviour* of Bastable, owned by Richard Chapell: S.136

Smyth's own lading was 64.6 tons wheat and 1.9 tons cloth, or 58% of the ship's estimated capacity.

25 August 1541

Smyth credits David Williams £4 2s. for 20 cwt. 60 lb. biscuit @ 4s. per cwt.: S.13.

15 September 1541

Smyth credits Thomas Heynes £9 4s. 6d. for 10.25 tuns beer @ 18s. per ton 'd'd at soundry tymes' for the *Trinity*: S.78

22 November 1541

Return of *Trinity*, master Thomas Webbe, is recorded in the customs accounts. It was carrying 88.75 tuns wine, including 11.5 tuns of wine and 1.5 tuns corrupt wine belonging to John Smyth: P.R.O. E122 21/10. [Continent]

In November Smyth records that he had 16.5 tuns Bastard wine laded on the *Trinity* which owed freight at a rate of 25s. per ton and hawling and stowing @ 4d. per ton. He notes that the consignment was customed as 14 tuns. The discrepancy between the amount laded and that customed can be largely accounted for by the 1.75 tuns he lost to ullage and the 0.5 tuns that went to prise: S. 118 .

On 1 December Smyth charges 18 merchants £89 7s. 6d. for the freight of 71.5 tuns Bastard wine carried on *Trinity* @ 25s. per ton 'to pay 1/2 in hand and 1/2 at thend of 3 monthes next commyng'.

James Baylif (2 tons) charged £2 10s. He had paid his first half already and paid the remainder on 4 April 1542: S.30.

William Sprat (5 tons) charged £6 5s. He paid £3 2s. 6d on 31 January 1542 and the remainder on 9 September 1542: S.30.

William Ballard (5 tons) charged £6 5s. He had paid half already, the rest to be paid at end of 3 months. At this point Smyth owed Ballard £5 16s. 8d. for freight on the *Trinity* of Caerleon the previous month. So Smyth takes his half payment in cash and writes the remainder off against his debt to Ballard: S.36.

Robert Leighton (3 tons) charged £3 15s. He paid on 5 April 1542: S.46.

Robert Durban (5 tons) charged £6 5s. He paid £3 2s. 6d. on 31 January 42, £2 on 9 September 1542 and £1 2s. 6d. on 19 October 1542: S.58.

Thomas Tison (5 tons) charged £6 5s. He had paid, partly in freight, by 8 February 1542: S.59.

John Wellsche (5 tons) charged £6 5s. He paid £3 2s. 6d. on 24 January 1542 and the remainder on 27 May: S.74.

Nicholas Thorn (6 tons) charged £7 10s. He paid £3 15s. on 8 February 1542 and £3 15s. on 13 March: S.82.

Edward Pryn (9 tons) charged £11 5s. He had paid half already. The remainder was paid on 5 April 1542: S.89.

Mathewe Kent (0.5 tons) charged 12s. 6d. This was apparently paid in London some time after 18 February 1543: S.90.

William Cockes (2 tons) charged £2 10s. He paid £1 5s. on 31 January 1542 and £1 5s. on 30 March: S.99.

Joanna Carpynter, widow (3 tons) charged £3 15s. She paid £1 17s. 6d. on 10 February 1542 and the remainder on 19 November: S.116.

Arthur Smythe (3 tons) charged £3 15s. He had paid half already and paid the rest on 19 April 1542: S.116.

Allen Hill (4 tons) charged £5. He had paid half already and paid the remainder on 29 March 1542: S.117.

Robert Guytton (4 tons) charged £5. He had paid half already. The remainder was paid on 31 July 1542: S.129.

Robert Buttler (2 tons) charged £2 10s. He had paid half already. The remainder was paid on 10 April 1542: S.148.

John Pryn (3 tons) charged £3 15s. He had paid half already. The remainder was paid on 15 May 1542: S.99.

Thomas Smythe, Smyth's uncle (5 tons) charged £6 5s. He had paid half (£3 2s. 6d.) already. He paid £1 6s. 8d. on 7 April 1542 and the remaining £1 15s. 10d. on 7 December: S.102.

A loose sheet (not in Smyth's hand) records on the 12 December 1541 a payment due for the freight of 6 tons wine in the *Trinity* from Condado @ 25s per ton (£7 10s.): S.222(B). This is an account relating to Francis Codrington and William Car (see S.60).

On or after the 24 December 1541 Smyth notes that his servants, Thomas Shipman and Giles White owe £5 for the freight of 4 tons Bastard wine on the *Trinity* to be paid by 1 March 1542. Smyth accounts it as having being partly paid in wages etc. by 30 April 1542 and the rest of the debt would be covered by 11 May: S.42.

Total freight recorded = 98 tuns. Freight charges = £122 10s.

Smyth's Ledger	<i>tuns</i>	Customs Account	<i>tuns</i>
John Smyth	16.5	John Smyth	13.0
Nicholas Thorn	6.0	Nicholas Thorn	5.25
William Sprat	5.0	William Sprat	4.5
Edward Pryn	9.0	Edward Pryn	8.0
Francis Codrington & Carr	6.0	Francis Codrington	5.25
William Ballard	5.0	William Ballard	4.5
William Cockes	2.0		
Robert Buttler	2.0	William Cox & Butler	3.25
Thomas Tison	5.0		
Allen Hill	4.0	Alan Hill & Tyson	7.75
Arthur Smythe	3.0		
John Pryn	3.0	John Pryn & Smyth	4.0
Thomas Smythe	5.0		
Robert Durban	5.0	Thomas Smyth & Thurban	8.75
James Baylif	2.0	James Baley	1.75
Robert Guytton	4.0	Robert Gittens	3.5
John Wellsche	5.0	John Welsh	4.0
Johan Carpynter widow	3.0	Johanna Carpenter	2.5
Robert Leighton	3.0	Robert Leyton	2.25
Mathewe Kent	0.5	Mathew Kent & Pigot	1.0
Giles White &			
Thomas Shipman	4.0	Giles White	7.0
		William Shipman	2.5
<i>Total Tons</i>	98.0	<i>Total Tons</i>	88.75

This account reveals that Smyth's servants White and Shipman are not charged for their full lading, possibly because part of their consignment went freight free.

16 December 1541

Smyth credits Moris Appowell 16s. for iron work for the *Trinity* 'till this daye': S.65.

13 January 1542

Departure of the *Trinity*, master Thomas Webb, is recorded in the customs accounts. It states that the ship is carrying 14.5 tons lead, 70.833 cloths of assize and 33 dicker tanned hides belonging to Bristol merchants. John Smyth was carrying 10 tons lead, 33 cloths and 18 dicker hides belonging to John Smyth: P.R.O. E122 21/10. [Continent]

On 31 January Smyth records the departure of the ship to Biscay with 40 cloths of penny hews, 4 kerssis, 12.2 tons lead, 10 dicker ox hides, 30 dicker cow & steer hides, 152 doz. calf skins and 3 weys 9 bushels (19.125 quarters) green peas: S.173.

Since the peas are not mentioned in the customs accounts and Smyth's own leather consignment exceeds the entire quantity ship's lading listed in the customs account, Smyth must be exporting part of his cargo illicitly.

21 January 1542

Smyth credits David Williams £ 3 7s. 5d. for 14 cwt. 3qr. 15 lbs. biscuit @ 14 grotes (4s. 8d.) per cwt. Two shillings is deducted from the final price: S.13. This was presumably supplied to the *Trinity*.

27 February 1542

Smyth credits Moris Appowell 9s. 2d. 'r. in worck for my ship': S.65.

13 April 1542

Return of the *Trinity*, master Thomas Webb, is listed in the customs accounts. The accounts state that it was carrying 125 tons iron belonging to John Smyth & associates: P.R.O. E122 21/10. [Continent]

On 20 April 1542 Smyth records that he had laded on the *Trinity* 450 K Rendry iron, 300K Vryn & Fuentearabia iron and 435 K San Sebastian iron. His total lading @ 15K to the ton, is recorded as 79 Spanish tons. He charges the account 13s. 4d. per ton for freight and 21s. (c.3d. per ton) for unloading fees in Bristol: S.153.

On the 24 April Smyth charges nine merchants £33 6s. 8d. for the freight of 50 tons Spanish iron laded in the *Trinity* @ 13s. 4d. per ton, to be paid 'at 3 monthes & 3 monthes'.

William Sprat (6 tons) charged £4. This is paid on 7 February 1543: S.30.

Thomas Shipman & Giles White, Smyth's servants (10 tons) charged £6 13s. 4d. There is no record of payment in the ledger but on 21 August Smyth notes that the account was discharged 'thowgh it apere not here by partyculer items.': S.42.

Nicholas Thorn (10 tons) charged £6 13s. 4d. On 31 July Smyth credits Thorn £3 for freight on his ship. On 31 October he credits him 6s. 8d. for cash received – so covering the first half of the debt. On 26 February 1543 the rest of the debt is covered by freight dues on Thorn's ship: S.82.

Edward Pryn (6 tons) charged £4. On 19 May Smyth credits Pryn for freight on his ship: S.89.

Luyes Robyns (4 tons) charged £2 13s. 4d. He Paid 23 February 1543: S.91.

William Cockes (5 tons) charged £3 6s. 8d. He paid 19 August: S.99.

Joanna Carpynter (3 tons) charged £2. She paid on 19 November: S.116.

Robert Guytton (6 tons) charged £4. At this time Smyth owed Guytton £1, so this was set against the freight debt. He paid a further £1 on 8 August and £2 on 25 November: S.129.

On the same day Smyth's notes that William Ballard laded 1 ton on the ship, the charges being the same charged as above. However, the item was crossed through and not included in the summing up of this account: S.36. It is assumed that this was a simple error.

Total freight = 129 Spanish tons. Total freight charge = £86.

8 May 1542

Smyth credits Thomas Heynes £6 1s. for 15 butts, 1 kynterkyn (7.5625 tuns) beer @ 8s. per butt: S.78. This was presumably intended for the *Trinity*.

19 May 1542

Departure of *Trinity*, master Thomas Webb, is recorded in the customs accounts.

This indicates that thirteen Bristol merchants had 29 tons lead, 12 quarters wheat, 5 dicker tanned hides, 121.49 cloths of assize, 10 Manchester cottons and 5 yellow linings laded on the

ship. Smyth had 8 tons lead, 45 cloths and 5 dicker tanned hides ascribed to him. The wheat belonged to the ship's master: E122, 21/10. [Continent]

On 20 June Smyth records that the *Trinity*, master Thomas Web, had departed for Biscay. Smyth had laded 10.15 tons lead, 2 weys (12 quarters) wheat, 3 dicker ox hides, 20.2 dicker cow & steer hides, 67 dozen calf skins, 50 cloth's of penny hews, 1 kersey and 8 yards of another cloth on board: S.173.

A wheat licence account of 1 June 1542 states a licence for 2 weys (12 quarters) had been used for wheat laded on the *Trinity* by Smyth and T.Web: S.133.

Since Smyth laded far more leather on the ship than the customs accounts indicate a large portion of his leather consignment must have been illicitly exported. It also appears that Smyth illicitly exported some wheat on the ship.

June 1542

Smyth credits David Williams £3 19s. 4d for 17cwt. 14lb. biscuit @ 4s. 8d. per cwt: S.13. This was presumably intended for the *Trinity*.

26 June 1542

Smyth credits Moris Appowell 6s. 8d. for 'spekes, bolltes, a hatchett, a botehooke, mendyng a candell barrel & for a fyreiren sens the 26 day of Aprell last past': S.65. This was presumably for work done on the *Trinity*.

June 1542

Smyth credits Thomas Heynes £4 17s. 6d. for 13 butts beer @ 7s. 6d. per butt 'for my ship the Trynte provisyon to Biscaye'. He later credits him 5s. 3d. for 'the same viage 3 barells': S.78

14 August 1542

Return of *Trinity*, under master Thomas Webb, is listed in the customs accounts. This states that it was carrying 122 tons iron belonging to Thomas White & assoc.: E122 21/10. [Continent]

On 19 August 1542 Smyth records that he received out of the *Trinity* iron from Rendry, Vryn and San Sebastian. This amounted to 63 Spanish tons @ 15K per ton, 68.775 tons by his own weights and was customed in Bristol as 55 tons. He charges the account a freight fee of 13s. 4d. per ton and avers of 10d. per ton for the 63 tons by Spanish measure. He further notes that the cost of 'haling home & pyling' in Bristol were an additional 16s. (c. 4d. per ton):S.153

On the 23 August Smyth charged 10 merchants £36 16s. for the freight of 55.2 Spanish tons iron on the *Trinity* @ 13s. 4d. per ton. Although he makes no reference to credit terms, he clearly did extent credit to most merchants.

John Cutt (5 tons) charged £3 6s. 8d. He paid on 15 November: S.27.

William Sprat (7 tons) charged £4 13s. 4d. Of this £2 was apparently paid on 7 February 1543 and the remainder on 13 April: S.30, 181.

William Ballard (10 tons) charged £6 13s. 4d. He Paid £2 in November 1542, £1 6s. 8d. on 8 January 1543 and £3 6s. 8d. on 13 February: S.36.

Nicholas Thorn (8.2 tons) charged £5 9s. 4d. This had been redeemed in freight by 26 February 1543: S.82.

Edward Pryn (4 tons) charged £2 13s. 4d.. At this point Smyth owed Pryn £1 7s. 6d. 1f. This freight due cleared Smyth's debt and Pryn paid the remaining £1 5s. 9d. 1f. on 16 November: S.89.

Robert Sexy (7 tons) charged £4 13s. 4d. He paid half on 15 November 1542 and the other half 10 February 1543: S.97.

John Pryn (2 tons) charged £1 6s. 8d. He paid half on 8 February 1543 and the rest on 9 March: S.99.

Arthur Smyth (4 tons) charged £2 13s. 4d. He paid on 23 February 1543: S.116.

Robert Guytton (6 tons) charged £4. He paid £2 on 5 January 1543 and £2 on 13 February: S.129.

William Spyllman, servant of Nicholas Thorn (2 tons) charged £1 6s. 8d. He paid on 31 January 1543: S.170.

Total freight = 118.2 Spanish tons. Total freight charges = £78 16s.

22 September 1542

Departure of the *Trinity*, master Thomas Webb, is listed twice in the customs accounts. The first departure is noted on 22 September 1542, carrying 6 tons lead, 48 quarters wheat and 18 cloths belonging to John Smyth: E122 21/10. On the 30 September 1542 24 dicker hides and 149 cloths belonging to 11 other Bristol merchants were added: E122 199/4. [Continent] On 13 October 1542 Smyth charged the master, Thomas Webb, for the buying-price, licence, custom and other costs of 3 weys (18 quarters) wheat laded on the *Trinity*: S.62

On 15 October 1542 Smyth records that he laded 7.05 tons lead and 23 weys (138 quarters) wheat on the *Trinity*, bound for Lisbon: S.136. Since the amount of wheat laded by Smyth and Webb greatly exceeded the amount customed, much of it must have been exported illegally.

26 September 1542

Smyth credits Davy Williams, baker, £5 3s. 5d. ob. for 23 cwt. 106 lbs. biscuit 'which I had of hym for my ship Trinity': S.165.

21 November 1542

Smyth credits Moris Appowell 10s. 10d. for iron work for the *Trinity*: S.65.

8 December 1542

Smyth credits Thomas Heynes £7 16s. for 19 butts 1 hogeshead beer @ 8s butt supplied during September and October, but debits him 7s. 6d. for 2 butts 'which he allowe for 2 buttes of bere which I retornyd to hym after my ship came from Spaygne': S.78.

10 January 1543

Smth credits Thomas Heynes £9 7s. 3d. for 16 butts beer @ 9s. per butt, 4 pipes beer @ 8s. per pipe and 5 barrels @ 2s. 3d. per barrel: S.78.

9 February 1543

Smyth credits William Pickes £2 5s. for tallow and 'bytakle': S.97. This was presumably for the *Trinity*.

13 February 1543

Return of *Trinity*, master Thomas Webb, is listed in the customs accounts. This states that it was carrying 70 tons wine, 11.5 tons oil, 0.75 tons soap, 0.3 tons alum belonging to Bristol merchants: P.R.O. E122 199/4. [Continent]

On 14 February 1542 Smyth records that he laded on the *Trinity* 2 tons olive oil. He charged his oil account 30s. per ton freight, 1s. per ton avers, 4s. per ton custom, 4d. per ton for hauling and stowing in Bristol and 1s. 4d. per ton for 'rebating': S.179

On the same day he records that he laded 19.5 tons Andalusian wine on the *Trinity*. He charged his wine account 30s. per ton freight (for 19.5 tons), 4s. 4d. per ton averages, 3s. per ton custom, 6s. 4d. per ton hauling and striking, and 3s. 4d. per ton hooping. He noted that the wine was customed as 17 tons but this makes sense since his own accounts reveal he lost 2 tons to ullage: S.180.

On the same day Smyth records that he laded 14 serons of Andalusian soap on the *Trinity*. This weighed 26 Spanish K. or 23 K. 6 lb. by Smyth's measure. He charged his soap account 30s. freight (suggesting it was about 1 ton) and notes that it paid 7d. 2f. per seron custom. This indicates that it paid 8s. 9d. custom. Since soap paid 10s. per ton custom in Bristol, Smyth's account suggests it was treated for customs purposes as 0.875 tons. It also paid 4d. hauling and 12d. averages: S.146

In an account dated '1542' (by Smyth's reckoning this lasted till 24 March 1543) Smyth records that he received 4 bags alum laden at Andalusia from the *Trinity*. This weighed 7 cwt. and paid 10s. freight (c. 30s. per ton), 2d. hauling and 3s. custom: S.173.

On the 18 February Smyth charged nineteen merchants £104 5s. for the freight due on 56 tons wine, 8.5 tons oil and 5 tons unspecified goods @ 30s. per ton laden on *Trinity* at Andalusia. All were 'to pay hallf in hand & hallf 3 monthes next after'.

Nicholas Gay (2? tons wine) charged £3. He paid £2 12s. on, or after, 3 March and 8s. on 18 October 1544. S.16. Note - In the ledger the quantity is listed as 3 tons but it seems likely that this was a transcription error, for otherwise Gay would be the only merchant to be charged freight at 20s. per ton.

John Cutt (5 tons wine) charged £7 10s. He paid half on 26 February 1543 and half on 2 August 1543: S.27.

Thomas Tyson (5 tons wine) charged £7 10s. He paid half on 21 March 1543 and half on 18 July 1543: S.59.

Nicholas Thorn (4.5 tons wine) charged £6 15s. He paid in freight on 26 February: S.82.

William Rowley (4 tons freight) charged £6. He paid half on 3 March and half on 19 June: S.87.

John Gorney (3 tons wine) charged £4 10s. He paid half on 3 March and half on 1 August: S.88.

Edward Pryn (2 tons wine) charged £3. He paid half on 26 February and half on 30 June: S.89.

Mathew Kent (5 tons wine) charged £7 10s. Undated payments, probably made after Kent had entered the King's service, would have covered this debt: S.90.

William Cockes (5 tons wine) charged £7 10s. He paid half on 3 March and half on 14 June: S.99.

Thomas Hicks (1 ton wine) charged £1 10s. His freight due was set-off against freight on his own ship at the same time: S.100.

Arthur Smyth (3 tons wine) charged £4 10s. He paid half on 26 February. There is no record of other half being paid: S.116.

Alan Hill (3 tons wine and 1.5 tons oil) charged £6 15s. He paid half on 26 February and the other half on 3 July 1543: S.117.

Robert Guyton (5 tons wine and 1 ton oil) charged £9. He paid £2 on 21 April, £1 6s. 8d. on 2 July and £5 13s. 4d. on 17 October: S.129.

Nicholas Tyson (1 ton freight) charged £1 10s. He paid on 11 April: S.156.

Robert Pressy (4 tons wine) charged £6. He paid half on 28 February and half on 23 June: S.181.

William Sprat (2.5 tons wine) charged £3 15s. He paid on 27 July: S.181.

Richard Sawnders (6 tons wine) charged £9. He paid £4 10s. on 26 February and £4 on 27 July. No mention is made of the last 10s.: S.182.

Thomas Harrys (5 tons oil) charged £7 10s. He paid half on 26 February 1543 and half on 14 June 1543: S.182.

Alice Smyth, John Smyth's mother (1 ton oil) charged £1 10s. Smyth makes no mention of a payment plan in his ledger and there is no record that he was paid: S.183.

Total freight recorded = 92.33 tons. Total freight charges = £137 8s. 9d.

Smyth's Ledger	<i>Tuns</i>	Customs Account	<i>Tuns</i>
John Smith	19.5 wine	Nicholas Thorn & Smith	20.5 wine
Nicholas Thorn	4.5 wine		
John Smith	2.0 oil	Nicholas Thorn & Smith	2.0 oil
John Smith	1.0 soap	Nicholas Thorn & Smith	0.75 soap
John Smith	0.35 alum	Nicholas Thorn & Smith	0.3 alum
William Sprat	2.5 wine	William Rowley & Sprat	5.0 wine
William Rowley	4.0 ton		
John Gorney	3.0 wine	John Gurney & Tyson	6.75 wine
Thomas Tyson	5.0 wine		
Edward Prin	2.0 wine	Edward Pryn & Cox	6.0 wine
William Cockes	5.0 wine		
John Cutt	5.0 wine	John Cutt & Gyttens	8.25 wine
Robert Guytton	5.0 wine		
Robert Guytton	1.0 oil	John Cutt & Gyttens	1.0 oil
Arthur Smith	3.0 wine	Arthur Smyth & Pressy	5.5 wine
Robert Pressy	4.0 wine		
Thomas Harrys	5.0 oil	Thomas Harrys & Hyll	6.25 oil
Alan Hill	1.5 oil		
Alan Hill	3.0 wine	Thomas Harrys & Hyll	2.5 wine
Richard Sawnders	6.0 wine	Giles White & Sawnders	7.0 wine
		Giles White & Sawnders	0.5 oil
Mathew Kent	5.0 wine	Mathew Kent & Tyson	6.0 wine
Nicholas Tison	1.0 ton		
Alice Smith	1.0 oil	Alice Smith & assoc.	1.875 oil
Thomas Hicks	1.0 wine	Alice Smthe & assoc.	1.75 wine
Nicholas Gay	2.0 wine		
TOTAL	78.5 wine	TOTAL	69.25 wine
	10.5 oil		11.625 oil
	1.0 soap		0.75 soap
	0.35 alum		0.3 alum

3 March 1543

Smyth credits Nicholas Gay £2 12s. for 4 butts beer @ 6s. per butt, 1.5 cwt. wet hake @ 23s. per cwt., 8 'cople Newland fissue' 1s. 8d, and 1.25 cwt. wet hake @ 8s. per cwt.: S.16. It seems likely that these goods were meant for the *Trinity*.

26 February 1543 (or later)

Smyth credits Nicholas Thorn £3 23s. 4d. 'for a mayne yerd to my shipp': S.82.

10 March 1543

Smyth credits William Pickes 24s. for 16 dozen 'bytakle' (binnacle candles), 5s. for 12 ells canvas, 24s. for 'ollrowns for sayles' (sail canvas) and 20d. for elm boards which Hamond received off him 'for my shipp'. S.97

31 March 1543

Smyth credits Morris Appowell £1 19s. 2f. 'for iren warck for my ship': S.65.

Summer 1543

The *Trinity* appears to have been in Crown service at this time.

At some point between 4 August 1541 and 25 March 1545 Smyth charged John Wynter 5s. 'for 5 great Bewdeley powlles' (probably spars) and 8s. 'for vytall for my shipp which I fornysshid she being in the Kinges Wayges': S.11. Since the same entry refers to rent due on a house that Smyth seems to have acquired in July 1543 it is likely that the entry was made after this time.

In the same time frame Smyth bought 201 lb. gunpowder from Wynter for £3 10s. This suggests that Smyth was preparing for the ship's defence or even that he was fitting it out as a privateer: S.11.

7 August 1543

Smyth credits Moris Appowell £2 1s. 8d. 'for mendyng of guns, dressyng of an ancker, makyng of a graper & sherehokes & other iron warck belongyng to my ship'. This work must have been done some time between 19 March and 7 August: S.65.

Shearhooks were curved blades that, when fixed to the end of yard-arms, could cut through another ship's rigging when the attacker bore down on it. Grapnel's were used to secure a ship before boarding. It thus appears that the *Trinity* had been prepared for offensive action. This would be compatible with the preparation of a ship for a period of naval service.

14 September 1543

Smyth credits from John Spark of Newnham £3 18s. for '2 long peces of cheastnut timber at 10s the pece & won hundred bordes for my bote 40s & for 1 kelle & stem & stern post for my bote 12d, for 3C beche boord at 2s per C, 7 knees 12s': S.186.

These materials must have been acquired for the 'new dressing' of the *Trinity*, described below.

Autumn 1543

The 'new dressyng' of the *Trinity*.

On 13 September 1544, Smyth credits Moris Appowell £1 15s. 4d. 2f. 'for iren work which Hamon fet 2 tymes for my ship' and £6 15s. 11d. 2f. 'for the new dressyng of my ship': S.65. Although Appowell is not credited for this work until September 1544 it seems likely that the work was carried out much earlier. Logic suggests that the extensive 'new dressyng' of the ship went with the purchase of ship's timber from Spark on 14 September 1543. Internal evidence from the ledger entry also implies that the work was carried out much earlier than September 1544. This is because on 7 August 1543 Smyth paid Apowell for his work on the *Trinity* and they were left square. Then in December 1543 Smyth supplied Appowell with £3 6s. 11d. 2f. worth of iron. The following summer, after the *Trinity*'s last commercial voyage, he supplied Appowell with more iron and before Smyth paid Appowell 17s. on 13 September to settle-up their account. Appowell had never been significantly in debt to Smyth before, so it seems likely that the 'new dressyng' of the ship was carried out in the Autumn of 1543 but

that Appowell was willing to rest in credit to Smyth, drawing on Smyth's iron supplies as his needs dictated.

22 October 1543

Smyth credits Robert Pole £6 for 4 cwt. hake: S.159. This was probably for the *Trinity*.

27 October 1543

Smyth credits Davy Williams £5 4s for 19.5 cwt. biscuit @ 5s. 4d. per cwt.: S.165. This was presumably for the *Trinity*.

November 1543

On 17 October 1543 and 14 November 1543 Smyth credited John Spark for leather goods that he was to keep in his house in Newnham but was to deliver 'to me or to myne assyngne at all tymes requyrid'. After this he is credited him £1 'for 1 botes ladyng to my ship': S.186. These entries illustrate how Spark's house served as an upriver warehouse for Smyth's leather before it was illegally laded directly on to the *Trinity*.

19 November 1543

Smyth credits Thomas Heynes £10 5s. for 20 butts, 11 barrels, 2 kynterkyns beer supplied for 'my ship & my hows': S.78.

5 January 1544

Departure of *Trinite-Smythe*, master John Derby, is recorded in the customs account. It was carrying 2 tons lead and 70 doz. calf skin belonging to John Smyth. Other Bristol merchants laded 19 tons lead, 22 cloths of assize, 116 manchester cottons and 13 doz. calf skins on the ship: E122 21/12

On 8 January 1544 Smyth records that the *Trinity*, master John Darby, sailed to East Spain, carrying 2.05 ton lead, 38.6 dicker hides (inc. 12 dicker ox leather) and 168 doz. calf skins and 0.68 tons tallow: S.196.

The discrepancy between the customs account and Smyth's ledger over what was laded indicate that most of the leather and all of the tallow was exported illicitly.

19 January 1544

Smyth credits John Griffithe £2 for ropes: S.164. These were presumably for the *Trinity*.

24 March 1544

Return of the *Trinite Smyth*, master John Derby, is recorded in the customs accounts. It was carrying 119.75 tons iron & 7 half bales of woad belonging to John Smyth & assoc.: E122 21/12.

On 26 March 1544 Smyth records that he had laded on the *Trinity* 600 K Rendry iron and 150 K San Sebastian iron (total 50 Spanish tons). By Smyth's weights this came to 43.405 tons Rendry iron and 11.012 tons San Sebastian iron. Smyth debits his iron account 26s. 8d. per ton freight, 8d. per ton avenes, 2s. 6d. per ton custom and 4d. per ton hauling and 'pylling': S. 198. The total charges on the iron were £74 8s. 4d. The freight for 50 tons would have been £66 13s. 4d. and the avers £1 13s. 4d. So the iron must have paid £6 1s. 8d. for custom and hauling & pyling. This charge would make sense if iron was treated for customs and hauling & pyling as 43 tons.

On 1 April 1544 Smyth charged 8 merchants £96 for the freight of 72 tons of Spanish iron on the *Trinity* @ 26s. 8d. per ton. All were 'to pay half in hand and 1/2 at thend of 3 months next commyng'.

James Baylif (5 tons) charged £6 13s. 4d. He paid £3 on 11 May and £3 13s. 4d. on 28 July: S.30.

Walter Robertz (3 tons) charged £4. He had paid half already. Most of the rest was paid in odd items of cloth and some boards on 12 June 1545. This left 4s. 5d. 2f. unpaid: S.106.

Alan Hill (10 tons) charged £13 6s. 8d. He had paid half already and paid the rest sometime between 8 August 1544 and 3 March 1545: S.117.

John Satchefilld (5 tons) charged £6 13s. 4d. There is no record of debt being paid: S.127.

Thomas Harrys (10 tons) charged £13 6s. 8d. He paid £10 in freight on 23 July 1544 and the rest on 20 June 1545: S.182.

William Tyndall (6 tons) charged £8. He paid £3 6s. 8d. 'which he fornysshid to me to the Kynges subsedy'. There are no references to further payments: S.192.

Cristyan White, widow (30 tons) charged £40. She paid £20 on 4 April 1544. It is difficult to tell when remainder of this debt was paid but her debts to Smyth were all cleared by 14 March 1545: S.212.

Frances Wolsey (3 tons) charged £4. He paid £2 in August, £1 on 31 October and £1 on 24 December: S.217.

Total freight = 122 Spanish tons iron. Freight charges = £162 13s. 4d.

22 November 1544

Smyth credits John Wells £3 3s. 3d. for 2.5cwt. molton tallow, 10.5 dozen betakle (binnacle) candles and 241 foot of planks: S.129. This was presumably for the *Trinity*.

Summer 1545

On 3 August the *Trinite Smyth* was serving at Portsmouth. It was said to be 150 tons and was carrying 100 men: S.P. Hen VIII S.205 f.47.

On 10 August it is described as 160 tons, carrying 100 men and captained by Jaymes Parker. In the order of battle it had been placed in the vanguard: S.P. Hen VIII s.205 f.160.

The ship would have been dismissed when the fleet was demobilised in early September: *L&P*, XX, ii, nos. 346, 368.

28 September 1545

Smyth credits Thomas Cowper £1 6s. 2d. for oak boards: S.218. These were possibly for the *Trinity*.

20 October 1545

Smyth credits John Spark 19s. for 8 C elm boards and an unspecified sum for 74 foot of elm boards and 1049 foot of oak boards: S.230. These were possibly for the *Trinity*.

10 November 1545

Smyth credits John Spark £4 for an unspecified quantity of oak boards, 7 C elm boards, 120 'rent' boards and 4 C oak boards. He also pays for their boat hire to Bristol: S.230. This could have been intended for the *Trinity*.

20 March 1546

Sale of the *Trinity*. The following warrant was made out on 22 April 1544.

'After hartie comedacons for as much as the King Ma'tie hath addressid his moost gracious warriunte unto me on the behalf of John Smyth meurchunt of Bristow bering dat the XXth of March in the XXXVIIth yere of his majesties reigne to appointe unto him of Smithe majesties leade remayning at Bristow on hundreth fothers good weight freelye with out any charge to be askid or demanded therfor eithir for poundage or any other charge in consideracion as well one

shipp called the Trinitie Smyth w't all his ordonance takell and apparell delyvered to the Kinges m'ties officers to his highnes use, as also for the same of two hundrets pounds sterling all readie paid to his majesties owne handes as by the said copy of the warrante subscribed with my hande which ye shall reteine herewith more as long it dothe and may appere wherfor theis shalbe to require yow and in the Kinges majesties leade remaying in yor charge at Bristowe ye faile not to make dew delyverie of the said hundreth fothers according to theeffecte and purpose of o'r said sovaraigne lorde the Kinges m'tie warraunte. And this my l're shallbe to you sufficiente waurrante and discharge in this behalf forseynye alwayes that the warrants alreedy addressed unto yo'u for delyvery of any leade to Sir Anthony Deny knight or unto his factours in this behaulf Domin Eriso and his assignes or unto any other persun be first provided and served accordingly. Thus fare you horteley well from my home XXIIth of April 1546.

Yo'r very friend

Edward North'

P.R.O. E315 472 f.14

The agreement was thus that Smyth gave the King £200 plus the *Trinity* in return for 100 fothers lead that could be exported free from 'poundage or any other charge'. This would make the agreement similar to that offered to other merchants at this time. For instance, when Anthony Gydoll exported 194 fothers lead from Bristol on the *San Sebastian* and the *Jesus* of Portugal (9 September 1545) he also paid no poundage: E122 21/15.

Determining exactly how much the lead was worth is difficult. One royal fother lead was 19.5 cwt. so 100 fothers weighed 97.5 tons. In September 1546 Smyth exported 50.5 tons lead in three ships that cost him £5 6s. 8d. clearaboard: S.261. However, the customs ton for this consignment was 16% heavier than Smyth's ton (see Table 2.12), so a 'custom ton' of lead would have cost about £6 4s. clearaboard. In this case the 'clearaboard' rate is a realistic representation of the value of the Crown's lead, since it could be exported tax free. Assuming that the ton used by the Bristol's customs office was the same as that used by the King, the 100 fothers (97.5 tons) lead would thus have been worth £604 10s. in September 1546.

On the basis of the above calculations the *Trinity* was being sold for about £400. This is much higher than the £250 valuation that Smyth assigned it seven years earlier. In part this may be because it was in better condition or was better equipped than it was in 1539. However, this still seems to represent very a good deal for Smyth.

1546

A naval report describes the *Trinite Smyth* as a ship of 160 tons that could carry 100 men.

At this time it was serving in the North Sea: P.R.O. S.P.1 216 f.52.

4 April 1546

A naval report mentions that hostile ships had been sighted in the North Sea. So 'about the xith or xiith of Marche last one of the King's m'ties shippes callid the Trynyte Smyth of the burden of clx tonnes being a parfaite good sailor and well appoynted for the warres was sent owt of the thames towardes the said costes to be a continual wafter of the Kings m'ties victuallers.': P.R.O. S.P.1 216 f.114.

THE TRINITY GEORGE OF BRISTOL

Size: c. 20 tons burden (22 October 1545)

Owners: unknown, but it seems likely that George Gelly was at least a part-owner.

22 October 1545

Return of the *Trinity George* of Bristol, master John Jeynes, carrying 150 barrels herring and 20 doz. sheep skins belonging to William Appowell & associates: E122 21/15. [Ireland]

26 October 1545

Departure of the *Trynyte George* of Bristol, master John Jeynes, carrying 5.5 tons iron, 8 pairs millstones, 1 tun corrupt wine, aniseed and rosin belonging to Jeremy Gene & Worley and Nicholas Thorn & assoc.: E122 21/15. [Ireland]

17 December 1545

Return of the *Trinity George* of Bristol, master John Jeyne, carrying 24 pipes salmon, 16.5 C hake, 18 quarters wheat, 6 barrels herring, 5 cwt. eels, 22 marten skins, 80 yards linen and 2.4 burdens salted fish. About half the consignment belongs to William Gelly: E122 21/12. [Ireland]

11 January 1546

Departure of the *Trinity George*, master Richard Bryan, carrying 5 tuns iron, 7 tuns wine and wood laths, belonging to Nicholas Thorn & assoc. and other Bristol merchants: E122 21/12. [Ireland]

5 March 1546

Return of a *George* of Bristol, master Richard Bryan with fish, skins, tallow and wheat belonging to the Bristol merchants George Gelly and William Appowell: E122 21/15. [Ireland]

The master's name and the fact that the *Trinity George* apparently left for Ireland in January makes it seem probable that this is the *Trinity George* of Bristol.

21 March 1546

Departure of the *George Gelly* of Bristol, master Richard Bryan, carrying manufactured goods and Continental re-exports typical of the Irish trade. The goods belong to William Gelly and other Bristol merchants: E122 21/15. [Ireland]

The master's name and the fact that it is apparently listed as the *Trinity George* of Bristol on its return, makes it seem likely it is this ship.

26 May 1546

Return of the *Trinity George* of Bristol, master Richard Bryan, carrying, 9 quarters barley, 2 burden salted fish, 1.5 dicker salted skins and 4.25 tons oil belonging to William Gelly: E122 21/12. [Ireland]

THE *TRINITY GORNEY* OF BRISTOL

Size: c. 30 tons burden (9 September 1544)

Owner: Presumably John Gorney of Bristol, merchant and former owner of the *Briton*.

9 September 1544

Return of the *Trinite Gurneay*, master John Beaple, carrying 30 tons Azores woad belonging to John Gorney: E122 21/12.

20 September 1546

Departure of the *Trinity Gurney*, master Nicholas Gynam, carrying 22 cloths belonging to Henry Wyott: E122 21/15. [Continent]

18 April 1548

John Smyth had a contract with John Caps to be supplied with 20 pipes salmon in the *Trynte Gurney* of Bristowe. However the ship was taken by the Scots: S.281.

THE TRINITY MORE OF BRISTOL

Size: c. 40 tons burden (20 October 1542)

Owner: Unknown but it seems likely that Richard More was at least at part owner.

4 February 1539

A *Trenyte* of Bristol, master John Water, leaves Bridgwater carrying 48 quarters beans, 3 lbs. worked silk and 2 lb. saffron belonging to Richard More: E122 200/2. The name of the merchant suggests this was the *Trinity More*.

23 March 1539

A *Trynyte* of Brystoll, master John Water, arrives at Bridgwater carrying 0.5 tuns wine, 500 sheep skins, 60 yards of Irish frieze, a C of hake and 5 stone flock wool: E122 200/2. The name of the master suggests this was the same ship as above.

24 March 1539

A *Trenete* of Bristol, master Richard More, leaves Bridgwater carrying 48 quarters beans and 4 lbs. worked silk belonging to Richard More: E122 200/2. The name of the merchant suggests this was the *Trinity More*.

19 May 1539

A *Trenyte* of Bristoll, master Richard More, leaves Minehead, carrying 18 quarters beans, 2 lbs. saffron and 2 lbs. worked silk belonging to Richard More: E122 200/2. The name of the merchant suggests this was the *Trinity More*.

17 October 1541

Return of a *Trinity* of Bristol, master Walter Owen, carrying 114 barrels herring, 6 cwt. hake and 3 salted skins belonging to Richard More & assoc.: E122 21/10. [Ireland]
The name of the merchant suggests this was the *Trinity More*.

2 January 1542

Return of a *Trinity* of Bristol, master Walter Owen, carrying 4.25 cwt. of hake, belonging to Richard More & Yate: E122 21/10. [Ireland]
The name of the merchant suggests this was the *Trinity More*.

9 July 1542

Departure of the *Trinity More*, master John Gall, carrying cloth and tanned hides belonging to William Appowell and Francis Codrington: E122 21/10. [Continent]

20 October 1542

Return of the *Trinity More*, master John Gall, carrying 33 tons fruit, 6.625 tons wine and a barrel of marmalade belonging to William Appowell, William Carr, and Richard More & Gall: E122 199/4. [Continent]

2 January 1544

Return of the *Trinite More*, master Thomas Davis, carrying 12 deer skins belonging to William Pynchyn: E122 21/12.

15 January 1544

Departure of the *Trinite More* of Bristol, master John Gall, carrying 4 tons lead and some cloth belonging to Walter Roberts and More: E122 21/12.

14-20 July 1544

Return of the *Trinity More*, master John Gall, carrying 5.5 tons wine belonging to Richard More and Roberts and William Pyntyn: E122 21/12.

24 July 1546

Departure of the *Trinity More* of Bristol, master Thomas Sherwood, carrying 17.5 tons lead, 47.5 cloths and 4 dicker hides belonging to John Welsh, John Caps and Galfridius Chantrell: E122 21/15. [Continent]

***TRINITY* (UNKNOWN) OF BRISTOL**

In a number of cases, vessels have been listed as a *Trinity* of Bristol in the customs account but it has not been possible to associate this vessel with any of the other ships by this name.

6 December 1543

Return of a '*Trinite* of Brist', master John Higgyns, carrying 7 C hake belonging to Thomas Jenet and associates: E122 21/12. [Ireland]

31 December 1543

Departure of a *Trinite* of Bristol, master David Gillen, carrying 25 tons lead, 22 cloths and 5 dicker tanned hides belonging to the Bristol merchant, Francis Fowler: E122 21/12. [Continent]

11 May 1546

Return of a *Trinity* of Bristol, master John Jeynes, carrying 3 tons of salt belonging to William Butler: E122 21/15. [Continent]

John Jeynes was at one time the master on the *Trinity George*, but by May 1546 the master of that vessel was apparently Richard Bryan.

14 July 1546

Departure of a *Trinity* of Bristol, master John Venecun, carrying 3 tons of corrupt wine belonging to John Caps: E122 21/15. [Ireland]

17 July 1546

Departure of a *Trinity* of Bristol, master Richard Wather, carrying a mixed collection of manufactured goods and Continental re-exports typical of the Irish trade: E122 21/15. [Ireland]

THE *TRINITY* OF CAERLEON

Size: c. 135 tons burden (3 August 1545)

Owners: William Jones of Carleon, gentleman till 1541. It then appears to have belonged to the Bristol merchant William Ballard.

10 June 1539

The *Trinity* of Carlyon was serving in the navy at Portsmouth. It was probably the 'ship of Wales' which had arrived with four Bristol ships on 28 April: *L&P*, XIV, i, no. 880, 1097.

6 April 1540

Smyth laded 3 truckers in the 'Trynte of Wales Master Jones ship' for a voyage to Lisbon and Andalusia: S.56.

August 1540

John Smyth notes that he had received 6.25 tuns Spanish oil from the *Trynte* of Newport. The freight on this was 20s. per tun (£6 5s.): S.84.

On 11 September Smyth notes that he owes William Jones of Carlion, for the freight of 6.25 tuns rack vintage oil on *Trynte* @ 20s. per tun. Smyth had paid half already and was now paying the remaining £3 2s. 6d. The ship's purser was John Appowell: S.74.

16 October 1540

John Smyth notes 'William Jones of Carlion gentleman owith the 16 day of October £11 for so myche pd. For 5 weyes wheat that was laden for hym in his ship the Trynte': S.74.

In an Andalusian voyage account, of the same month Smyth notes that he laded 10 weys wheat on the *Tryntyte* of Wales, master Bastian Millior. This cost £24, or 8s. per quarter, clearaboard. S.103.

Smyth thus sold Jones some wheat for 7s. 4d. per quarter, which was the price he had contracted to buy wheat for in May: S.25. However, the clearaboard cost for his own wheat was only 8s. per quarter. Since 8d. per quarter would have been insufficient to pay for cost of licence and custom, it seems fairly certain that much of the wheat was illicitly laded.

18 January 1541

Smyth records that Nicholas Tyson owes him £1 for 200 ducats he received 'for my acowmpt at San Lucar of John Apowell purser of the Tryntyte of Wales': S.126.

4 November 1541

Return of a '*Trinity* Carlyon', master Thomas Webb, carrying 7 barrels white herring, 5 C hake, 1 barrel beef and 1 cwt. rough tallow, belonging to John Northal & assoc.: E122 21/10. [Continent]

Since the *Trinity* of Caerleon was clearly returning from Spain this time and this consignment looks like one from Ireland, this must be a different ship.

28 November 1541

Return of the *Trynyte* of Carlion, master Bastain Melyor, carrying 110.75 tuns wine, 2 tuns oil, 1.1 tun soap and orchil belonging to Bristol merchants. This includes 8.5 tuns wine belonging to John Smyth, 13 tuns belonging to William Ballard: E122 21/10. [Continent]

In a Sack wine account of November/December 1541 John Smyth records that he laded 10 tuns wine in the *Trinity* of Carlyon, master Bastyan Myllyor. The freight charge was 25s. per tun: S.145.

On 8 November 1541 Smyth notes that he owed William Ballard for 10 tons freight in the *Trinity* of Carlyon @ 25s. per ton (£12 10s.). He states that he had paid half already and was to the remaining £5 16s. 8d. the end of 3 months: S.36. However, it seems likely this entry should read '8 December' for the customs account states the ship did not arrive until the 28 November. It may also be noted that on 1 December Smyth records that Ballard owes him £3 2s. 6d. for freight on the *Trinity* of Bristol and this due was to be paid at the end of three months. Since this freight due was then set off against the freight the *Trinity* of Caerleon, the specification of payment terms would only have made sense if Smyth had not received his wine from Ballard's ship at this stage.

Smyth paid the last part of his freight due on 31 March and 'so broke of my seale' - presumably from the Charterparty: S.36

22 February 1542

Departure of the *Trinity* of Carlion, master Bastian Melyor, carrying 219.5 cloths, 6 dicker hides, 20 tons lead belonging to Bristol merchants: E122 21/10. [Continent]

13 July 1542

Return of the *Trinity* of Carlyon, master Bastian Melyor, carrying 108.25 tuns oil, 12 tons salt, 0.875 tuns wine, alum and orchil belonging to Bristol merchants: E122 21/10. [Continent]

30 September 1542

Departure of the *Trinity* of Caerleon.

On 24 September 1542 the customs record the departure of the *Trinity* of Carlion, master John Darby, carrying 14 tons lead and 54 cloths belonging to William Ballard: E122 21/10. [Continent]

On the 30 September 1542 the ship is again recorded in the accounts, carrying 232.5 cloths, 10 dicker hides and 10 doz. skins belonging to various Bristol merchants: E122 199/4.

15 February 1543

Return of *Trinity* of Carleon, master John Darby, carrying 110.75 tuns wine, 2.75 tuns oil, 1.7 tons soap and 0.5 tons marmalade, belonging to various Bristol merchants, including William Ballard and two people listed as Jones: E122 199/4. [Continent]

28 August 1543

Return of the *Trinity* Carleon, master Richard White, carrying 0.25 tons salmon belonging to William Benet: E122 199/4.

This entry implies the ship had been to Ireland. However since only a very small quantity of goods are involved, the most likely explanation for this anomalous voyage is that the ship had been serving in the navy in the Irish Sea and Benet had acquired this cargo on the way home: see Chapter 4.

Summer 1545

On the 3 August 1545 the *Trinitie Carlion* was serving in the navy at Portsmouth. It was described as a ship of 180 tons, carrying 120 men: S.P. Hen VIII S.205 f.47.

On the 10 August 1545 it is described as a ship of 200 tons under Captain Alexander Carvanion. In the order of battle it was placed in the vanguard: SP Hen VIII S.205 f.160.

The ship would have been dismissed when the fleet was demobilised in early September: *L&P*, XX, ii, nos. 346, 368.

3 September 1546

Return of the *Trinite* of Carlyon, master Thomas Boyse, carrying 114 tons salt belonging to William Ballard: E122 21/15. [Continent]

Since the war had just ended, it seems likely that this was a cargo of Biscay salt acquired in France.

10 September 1546

Departure of the *Trinity* of Bristol, master Thomas Boyse, carrying 31 tons lead belonging to Nicholas Thorn & assoc. and 6 dicker tanned hides belonging to William Sprat: E122 21/15. [Continent]

On 20 September 1546 Smyth notes the departure of the *Trynte of Wales*, master Thomas Boyse, for Andalusia, carrying 10.4 tons of John Smyth's lead: S.254.

The change of the ship's port from Caerleon to Bristol in the customs account may be a mistake on the part of the officer or clerk. However, since Smyth's ship the *Trinity* of Bristol had been sold by this time, Ballard may have decided to change the name of the ship.