

A CALENDAR OF MATERIAL
RELATING TO IRELAND
from the
HIGH COURT OF ADMIRALTY
1641–1660

edited by

ELAINE MURPHY



IRISH MANUSCRIPTS COMMISSION

2011

Published by
Irish Manuscripts Commission
45 Merrion Square
Dublin 2
Ireland
www.irishmanuscripts.ie

ISBN 978-1-906865-14-6

Copyright © Irish Manuscripts Commission 2011

Elaine Murphy has asserted her rights in accordance with the
Copyright and Related Rights Act 2000, Section 107.

No part of this publication may be reproduced, stored in a retrieval system, or
transmitted, in any form or by any means, electronic, mechanical, photocopying,
recording or otherwise, without prior written permission of the publisher.

Typeset by Carole Lynch in Adobe Garamond
Printed by Brunswick Press, Dublin
Indexes compiled by Elaine Murphy

CONTENTS

ACKNOWLEDGEMENTS	IX
MARITIME GLOSSARY	XI
INTRODUCTION	XIII
CALENDAR	
HCA 13/57 EXAMINATIONS, 1641–42	1
HCA 13/58 EXAMINATIONS, 1642–44	3
HCA 13/59 EXAMINATIONS, 1644–45	23
HCA 13/60 EXAMINATIONS, 1645–47	41
HCA 13/61 EXAMINATIONS, 1648–49	81
HCA 13/62 EXAMINATIONS, 1649–50	100
HCA 13/63 EXAMINATIONS, 1650	127
HCA 13/64 EXAMINATIONS, 1650–51	133
HCA 13/65 EXAMINATIONS, 1651–52	135
HCA 13/66 EXAMINATIONS, 1652–53	138
HCA 13/67 EXAMINATIONS, 1653	138
HCA 13/68 EXAMINATIONS, 1653–54	139
HCA 13/69 EXAMINATIONS, 1654	141
HCA 13/70 EXAMINATIONS, 1654–56	142
HCA 13/71 EXAMINATIONS, 1656–57	145
HCA 13/117 ANSWERS, 1641–42	147
HCA 13/118 ANSWERS, 1642–44	147
HCA 13/120 ANSWERS, 1646–48	149
HCA 13/121 ANSWERS, 1648–49	155
HCA 13/123 ANSWERS, 1650	157
HCA 13/124 ANSWERS, 1650–52	162
HCA 13/245 EXAMINATIONS ON COMMISSION, 1642	163
HCA 13/246 EXAMINATIONS ON COMMISSION, 1643–44	165
HCA 13/247 EXAMINATIONS ON COMMISSION, 1645	171
HCA 13/248 EXAMINATIONS ON COMMISSION, 1646–47	177

HCA 13/249	EXAMINATIONS ON COMMISSION, 1648	193
HCA 13/250	PART I EXAMINATIONS ON COMMISSION, 1649	198
HCA 13/250	PART II EXAMINATIONS ON COMMISSION, 1649	209
HCA 13/251	PART I EXAMINATIONS ON COMMISSION, 1650	216
HCA 13/251	PART II EXAMINATIONS ON COMMISSION, 1650	221
HCA 13/252	PART I EXAMINATIONS ON COMMISSION, 1651	222
HCA 13/252	PART II EXAMINATIONS ON COMMISSION, 1651	223
HCA 13/255	PART I EXAMINATIONS ON COMMISSION, 1653	225
HCA 13/255	PART II EXAMINATIONS ON COMMISSION, 1653	228
HCA 13/257	PART I EXAMINATIONS ON COMMISSION, 1653	229
HCA 4/4	COMMISSIONS AND DECREES FOR APPRAISEMENT AND SALE OF SHIPS AND GOODS WITH INVENTORIES, 1641–54	230
HCA 4/6	COMMISSIONS AND DECREES FOR APPRAISEMENT AND SALE OF SHIPS AND GOODS WITH INVENTORIES, 1648–59	232
HCA 4/7	COMMISSIONS AND DECREES FOR APPRAISEMENT AND SALE OF SHIPS AND GOODS WITH INVENTORIES, 1649–59	233
HCA 14/49	EXEMPLAR DRAFTS, 1636–52	233
HCA 14/50	EXEMPLAR DRAFTS, 1643–47	235
HCA 14/51	EXEMPLAR DRAFTS, 1649–54	236
HCA 15/1	EARLY INSTANCE AND PRIZE PAPERS, 1626–52	237
HCA 15/2	EARLY INSTANCE AND PRIZE PAPERS, 1592–1650	239
HCA 15/5	EARLY INSTANCE AND PRIZE PAPERS, 1650–53	255
HCA 23/14	INTERROGATORIES FILES, 1641–48	259
HCA 23/17	INTERROGATORIES FILES, 1649–53	273
HCA 23/18	INTERROGATORIES FILES, 1653–58	273
HCA 23/29	LOOSE INTERROGATORY FILES, 1628–66	274
HCA 23/30	LOOSE INTERROGATORY FILES, 1644–55	275
HCA 24/106	ALLEGATIONS, 1643–46	282
HCA 24/142	PART I ALLEGATIONS, 1650–52	283
HCA 24/176	ALLEGATIONS, 1638–1782	284
HCA 25/10	WARRANTS, 1649–67	288
HCA 30/494	ADMIRALTY MISCELLANEA, 1649–93	289
HCA 30/495	ADMIRALTY MISCELLANEA, 1649–53	292
HCA 30/496	ADMIRALTY MISCELLANEA, 1650–55	293
HCA 30/549	ADMIRALTY MISCELLANEA, 1649–53	294
HCA 30/627	ADMIRALTY MISCELLANEA, 1637–1852	295
HCA 30/820	ADMIRALTY MISCELLANEA, 1604–60	296

HCA 30/840	ADMIRALTY MISCELLANEA, 1550–1650	297
HCA 30/849	ADMIRALTY MISCELLANEA, 1579–1656	302
HCA 30/850	ADMIRALTY MISCELLANEA, 1581–1719	309
HCA 30/851	ADMIRALTY MISCELLANEA, 1585–1658	310
HCA 30/853	ADMIRALTY MISCELLANEA, 1593–1659	310
HCA 30/854	ADMIRALTY MISCELLANEA, 1596–1662	313
HCA 30/855	ADMIRALTY MISCELLANEA, 1598–1652	319
HCA 30/862	ADMIRALTY MISCELLANEA, 1610–1765	324
HCA 30/863	ADMIRALTY MISCELLANEA, 1624–50	324
HCA 30/869	ADMIRALTY MISCELLANEA, 1638–55	331
HCA 34/1	SENTENCES IN PRIZE COURTS, 1643–50	333
HCA 34/2	SENTENCES IN PRIZE COURTS, 1650–53	341
HCA 34/4	SENTENCES IN STATE CAUSES, 1649–52	343
GENERAL INDEX		351

INTRODUCTION

This volume calendars the papers relating to Ireland from 1641 to 1660 in the High Court of Admiralty files held in the National Archives at Kew in London. The calendar begins where John C. Appleby's *A calendar of material relating to Ireland from the High Court of Admiralty examinations, 1536–1641* (published by the Irish Manuscripts Commission in 1992) finished. The period covered by this calendar was one of intense maritime activity in the seas around Ireland. The war at sea dominates High Court of Admiralty records concerning Ireland from the outbreak of the Ulster rising in October 1641 to the surrender of Inishbofin Island to Cromwellian forces in February 1653. As well as the naval conflict these documents shed light on a range of mid-seventeenth century maritime issues including trade to and from Ireland, ship ownership and seamen, the development of naval technologies, privateering and naval administration.

At the outbreak of civil war in England in 1642 the navy and naval administration supported the parliamentary cause rather than King Charles I.¹ This meant that the High Court of Admiralty that operated in London from the 1640s was a parliamentary controlled court.² The majority of Irish cases that came before the court in this period concern the seizure of prize ships sailing to and from confederate and royalist held ports in Ireland. In conjunction with prize matters a substantial body of papers deal with the administration of naval affairs in Ireland. A number of letters of marque and other papers issued by the confederate and royalist admiralties in Ireland also survive in the High Court of Admiralty files. As well as matters relating to the war the court also dealt with a variety of miscellaneous cases in this period. These included disputes among sailors, merchants and ship owners, usually in relation to the payment of wages or freight and the salvage of cast away vessels among other issues.

This calendar incorporates all the High Court of Admiralty files that substantively relate to Ireland between 1641 and 1660. It differs from Appleby's earlier volume which only includes documents from one class, HCA 13. A full transcription of a representative example of a number of the main document types within the calendar is provided as follows: bill of lading (no. 582), inventory (no. 735), exemplar draft (no. 749), interrogatory (no. 887), a confederate letter of marque (no. 991), a petition for a parliamentary letter of marque (no. 1113) and a sentence in prize court (no. 1270).³ In ordering the papers existing foliation is used where possible. For bound volumes the structure of the original volume is followed. For boxes of loose material that lack any foliation a broadly chronological approach that keeps cases together has been adopted.⁴

The bulk of material relating to Ireland in the High Court of Admiralty is contained in HCA 13 Instance and Prize Court: Examinations and Answers. The papers from this series are presented first in this calendar. HCA 13 is sub-divided into three categories. HCA 13/57–71 holds examinations bound together in large volumes. HCA 13/117–124 consists of bound volumes of answers to earlier examinations. Examinations and answers in both these series may have been taken years after the events they describe.⁵ HCA 13/245–257 is made up of loose examinations and other papers. The examinations in this category were often taken in the hours or days after the seizure of a prize by a parliamentary man-of-war. The other papers usually consist of letters, bills of lading and other writings found on board the ship at the time of the seizure.⁶

The next class of papers in this calendar is HCA 4 Instance and Prize Court: Appraisement Files. These contain orders to appraise and inventories for captured vessels.⁷ HCA 14 Instance and Prize Court: Exemplar Files contains orders to restore ships that have been retaken by parliamentary vessels to their original owners or the sale of captured prizes. HCA 15 Instance and Prize Court: Early Instance and Prize Papers includes a range of miscellaneous loose papers. This class includes examinations, bills of lading, orders and account books. HCA 23 Instance and Prize Court: Interrogatories Files holds the lists of questions to be put to witnesses before the court. A large number of other papers including examinations, letters of marque and bills of lading can be found among the loose papers in this series. HCA 24 Instance and Prize Courts: Files of Libels, Allegations, Decrees, Sentences and Miscellaneous Documents and HCA 25 Prize Court: Warrants, Bonds and Bails for Letters of Marque include a small amount of material concerning Ireland. HCA 30 Admiralty Miscellanea incorporates a range of loose documents such as examinations, orders from the lord high admiral, orders by the committee of the lords and commons for the admiralty and Cinque Ports, examinations and petitions for parliamentary letters of marque. HCA 30/854 and HCA 30/855 contain a number of interesting confederate and Irish royalist admiralty documents including letters of marque and instructions to captains.⁸ HCA 34 Prize Court: Sentences and Interlocutories contains the condemnation of captured vessels and their cargoes as legitimate prizes.⁹ Note documents in any of the above files for dates after 1660 have not been calendared in this edition, though the file descriptions are as listed in the TNA.

NOTES TO THE INTRODUCTION

- 1 For the defection of the navy to parliament in 1642 see Michael Baumber, 'Parliamentary naval politics 1641–9', *Mariner's Mirror*, 82 (1996), pp 398–408; S. J. Greenberg, 'Seizing the fleet in 1642: parliament, the navy and the printing press', *Mariner's Mirror*, 77 (1991), pp 227–34; Michael Baumber, 'Seizing the fleet in 1642', *Mariner's Mirror*, 78 (1992), pp 227–234.
- 2 For the jurisdiction, organisation and administration of the High Court of Admiralty in the seventeenth century see Kevin Costello, *The Court of Admiralty of Ireland, 1575–1893* (Dublin,

- 2011), pp 1–47; John C. Appleby, *A calendar of material relating to Ireland from the High Court of Admiralty examinations, 1536–1641* (Dublin, 1992), pp ix–xxi; John C. Appleby and Mary O’Dowd, ‘The Irish admiralty: its organization and development, c. 1570–1640’, *Irish Historical Studies*, 24 (May, 1985), pp 299–326; R. G. Marsden, *Documents relating to the law and custom of the sea, 1205–1767* (Navy Records Society, 2 vols, London, 1915–16); R. G. Marsden, ‘Early Prize Jurisdiction and Prize Law in England’, *English Historical Review*, 25 (1910), pp 243–63.
- 3 Bill of lading for the *Patrick of Waterford*, no. 582; inventory of the *Catherine of Wexford*, no. 735; exemplar draft for the *Hope of Hamburg*, no. 749; interrogatory on behalf of Captain Robert Zachary and the *George Bonaventure*, no. 887; Commission for the *Mary Consolation of Waterford*, no. 991; petition of Solomon Clarke, master of the *Solomon of London*, no. 1113; sentence for the *Catherine of Waterford*, no. 1270.
 - 4 For example in the case of the *Swallow of Youghal*, the examination of Walter Quint with a date of 29 June 1644 comes before earlier dated documents in the same matter. In this case these letters and orders were found on board the *Swallow* and attached behind Quint’s examination. See nos 518–522
 - 5 For example examiners in HCA 13/64 from 1650 and 1651 refer to events in Dublin in 1643, 1644 and 1645. See nos 430, 432, 433.
 - 6 On 3 February 1649 Captain Peacock in the *Tiger* seized the Irish privateer the *Mary of Antrim*. Two days later on 5 February the captain, master and lieutenant gave examinations before the mayor of Plymouth. See nos 634–636.
 - 7 The extremely fragile condition and poor state of conservation of HCA 4/4 means this calendar only contains a small sample of inventories relating to Ireland from this file.
 - 8 See nos 1131–1134.
 - 9 HCA 34/1 and HCA 34/2 are in Latin. HCA 34/4 contains some sentences in English.

HCA 13/57 EXAMINATIONS, 1641–42

[1] EXAMINATION OF RICHARD COOPER OF DEPTFORD, MERCHANT, AGED 37, 10 JUNE 1641, ff 131r–v.

The examinant knows of an assurance policy dated 4 March 1639 for the *Elizabeth of London*, with John Babb as master, for £100 to sail from Galway, Killybegs or another port in Ireland to St Malo. Eleven or twelve days after the issue of the policy the examinant began to suspect that the business was not fairly done by those that procured the policy. The ship had been cast away before the policy was issued. An acquaintance persuaded him to subscribe to the policy. He spoke to the acquaintance and accused him of acting unkindly in persuading him to issue an assurance policy for a ship that had been cast away. Afterwards he spoke with William Babb, the father of John Babb, and accused him about this treacherous dealing in causing him to issue a policy of assurance for a ship he knew to be lost. The examinant informed William Babb that he would make an example of him for others to beware. The policy was solely in William Babb's name. The examinant took in the policy he issued to Babb for the ship and gave him £5 that he had received of him for the policy. Babb accepted this. Some of William Babb's neighbours told him that John Babb was at his father's house when the policy was issued. He concealed himself there for ten or eleven days.

[2] EXAMINATION OF JOHN MACKLEN OF ST OLAVE'S PARISH, SOUTHWARK, MARINER, AGED 26, 15 OCTOBER 1641, ff 234v–235r.

The examinant was master's mate of the *Mary and Anne*, Peter Wappall master, on its last voyage from Ireland to England. On 26 August last the ship met a violent storm to the northwest of the Isles of Scilly. The main mast was blown down and the crew cut away the mast and tackling or the ship would have been lost.

[3] EXAMINATION OF ROBERT WINTER OF GALWAY IN IRELAND, MARINER, AGED 58, 15 OCTOBER 1641, f. 235r.

As for 2. The examinant was the pilot of the *Mary and Anne* on the voyage. The owners are damnified £60 for the loss of the mast and tackling.

[4] EXAMINATION OF EDWARD CASTLEMAN OF REDRIFF IN SURREY, SHIP'S CARPENTER, AGED 19, 15 OCTOBER 1641, f. 235v.¹

As for 2.

¹ Rotherhithe is the modern name for Redriff.

[5] EXAMINATION OF THOMAS KING OF GALWAY, MARINER, AGED 32, 30 NOVEMBER 1641, ff 287v–289r.

In January twelve months ago Andrew Blake, a Galway merchant, laded the *Elizabeth of London* with John Babb as master. The ship sailed from Galway to Killybegs with a cargo of wine, salt and other goods. After unloading the goods at Killybegs the ship was ordered to sail directly for St Malo and then onto Nantes. Foul weather drove the ship upon the the Isle of Rum in the west of Scotland. The crew let the ship run aground and took to a boat to save themselves. Three men and the goods were lost. The crew remained on the island for fourteen or fifteen days. They could not get away to the Scottish mainland because of the storm. They were unable to inform Blake of the misfortune. The examinant believes Blake had no intelligence of the loss until he and two other sailors named William Martin and William Duff returned to Galway. They informed Blake of the casting away about 17 March. The rest of the crew were Englishmen and went directly to England.

Blake employed four men on the ship consisting of the examinant, William Martin the pilot, William Duff and a Scottish man whose name he cannot remember. None were kin to Blake and none had any office in the ship except Martin the pilot. Martin and Duff received a pass from the Earl of Argyll for their passage back to Galway.¹ The examinant was present at the Earl of Argyll's court when they went to get passes. The master helped them secure the passes. They had to travel for sixty miles before they found a place where they could get passage to Ireland. They took shipping at Greenock and landed at Londonderry. The master gave them £3 to get home which he raised from the sale of some of the goods from the *Elizabeth of London*. The men could not have travelled any quicker back to Galway. The examinant did not give Blake notice of the loss of the *Elizabeth* until he arrived back at Galway. He believes Blake did not receive the news until the examinant arrived with Martin and Duff and told him.

¹ Archibald Campbell, eighth earl of Argyll.

[6] EXAMINATION OF PIERCE MEADE OF CORK, MERCHANT, AGED 30, 2 APRIL 1642, f. 454v.

The goods and money seized on the *Hopewell* at the Isle of Wight belonged to the examinant and Philip Roach. John Waters and George Murrice, two Cork merchants, also owned some raisins, holland, hemp and butter on the ship. The *Hopewell* sailed from Cork.

HCA 13/58 EXAMINATIONS, 1642–44

[7] EXAMINATION OF DANIEL RIANE OF [SALACOTT] IN IRELAND, AGED 21, 9 APRIL 1642, ff 1v– 2v.¹

The examinant with Captain Butler and his associates have been in the service of the French king in the war against the Spanish. As they had been dismissed from that service they received a licence to be transported to Ireland. The pass commands the governors of towns in France to assist them. The examinant with Captain John Riane, Nicholas Baggott, Derby Riane, John Butler and three servants arrived at St Malo to seek passage to Cork. Captain Butler told them they would find several ships bound to different places in Ireland at St Malo. The *Unity* with one Daly as master and Gould as merchant was ready to sail. Butler spoke to Gould about their passage. The examinant, John Riane and Nicholas Baggott went to the governor with their passes and desired his assistance. After viewing their passes the governor promised to aid them. The governor then sent for the master of the ship and compelled him to take the examinant and the others to Cork. The governor took a bond for this passage from the master which he gave to John Riane. The examinant did not meet Daly until he came before the governor. The examinant believes the master and merchant would have avoided transporting the passengers if they could. He believes the governor made them undertake to carry the passengers and that Cork was then in rebellion. Captain Fortescue now has their passes.

¹ Possibly Solloghobeg, County Tipperary. See examination of John Riane, no. 9.

[8] EXAMINATION OF NICHOLAS BAGGOTT FROM MUNSTER IN IRELAND, GENTLEMAN, AGED 21, 9 APRIL 1642, ff 2v–3r.

As for 7. They made a complaint to the governor of St Malo after Daniel Daly, the master of the *Unity*, refused to transport the examinant and the others to Cork. The governor compelled Daly to take the passengers as they were willing to pay for their passage. The examinant heard the reason Daly refused to transport the men was because he feared trouble.

[9] EXAMINATION OF JOHN RIANE OF [SOLLOGHD] IN COUNTY TIPPERARY, AGED 27, 10 APRIL 1642, ff 3r–4r.¹

The examinant served the French king in the Low Countries as a captain of a foot company under Colonel Synnott, an Irishman, for the past three years. After having been disbanded on St Stephen's day last year the examinant, Captain David Riane and Nicholas Baggott went to Paris to seek further employment or their pay. After spending six weeks at court they received orders for a months pay each and a pass under the

king's hand for all governors in France to assist them to reach Ireland as there was no further employment. The examinant and the others went to St Malo with Captain Butler. There they met Adam Gould and Thomas Lavallyn, the merchants of the *Unity*. They informed Gould of their service to the French king and the pass they received from him. In a friendly manner the examinant and his associates sought passage on the *Unity* to Cork. Gould refused as the ship was fully laden. The officers brought their pass to the governor who informed them that there were many ships in the harbour that could take them to Ireland. They informed the governor that they wished to sail in the *Unity* to Cork but they had been refused passage. Daniel Daly, the master of the ship, informed the governor that he refused them passage as it was a small bark and fully laden. The officers maintained that this was the most convenient ship for them and therefore the governor gave orders for them to be transported in the *Unity*. The examinant believes Daly could not have sailed before he received the governor's command to transport the officers as the wind was against him.

1 Possibly Solloghobeg, County Tipperary.

[10] EXAMINATION OF JOHN DALY OF KINSALE, AGED 45, 10 APRIL 1642, ff 4r–5v.¹

As for 7 and 9. The examinant is the master of the *Unity*. John Preston of Weymouth and Thomas Morgan own the vessel. Adam Gould and Thomas Lavallyn hired the ship and laded it at Blackbrick in the river at Cork to go to Jersey and to return to Cork.² The *Unity* sailed to St Malo and Gould and Lavallyn laded the ship there. On the return voyage to Cork contrary winds forced the ship into Salcombe in Devon. The examinant, six sailors and merchants were imprisoned there. The merchants and mariners are not rebels and had no hand in the rebellion in Ireland. The governor of St Malo threatened to imprison the examinant if he refused to carry the Irish officers. He also compelled the examinant to enter into a bond for £300 to ship the officers. The governor also sent an officer to prevent the *Unity* from sailing without the passengers.

1 The master of the *Unity* is given in all the other examinations as Daniel Daly. In this examination his name is given as John at the start on fol. 4r and end on fol. 5v. However his mark is the letters DD on fol. 5v.

2 Possibly Blackrock, County Cork.

[11] EXAMINATION OF PETER NEFFIELD OF WAPPING, MARINER, AGED 36, 14 APRIL 1642, ff 5v–6v.

The examinant was master of the *Lydia*. Last January Stephen Dennis and others laded the *Lydia* at Bordeaux in France. They put fifteen tons of French wine on board to be shipped to David Miller at Cork. One Trant put a barrel of goods on board the ship. The examinant does not know what it contained or who it was to be delivered to at Cork. Dennis is a French Protestant residing at Bordeaux and Trant is an Irish Catholic residing at Bordeaux and La Rochelle. One Bonpuey, a French Protestant and passenger on the *Lydia*, also laded twelve tons of wine for Ireland on the ship. Contrary

winds forced the ship into Falmouth where the ship and goods were seized. They are still detailed there. The vice admiral's deputy at Falmouth holds all the bills of lading and papers from the ship. Trant gave some gold rings to an Irish Catholic passenger on the ship called Daniel. They have also been seized.

[12] EXAMINATION OF THOMAS SCOTT OF FAIRLIE IN SCOTLAND, AGED 23, 21 APRIL 1642, ff 11v–12r.

The examinant is master of the *Mayflower*. Last December at Newhaven in France Christopher Stanley laded the ship with twenty-two barrels of raisins, one cask of sugar, four casks of glasses, iron pots, a bag and an end of hops and one end of madder to be delivered to Drogheda. He believes Stanley is a subject of the king of England, a Catholic and has not been in Ireland since 6 October. The *Mayflower* carried Stanley from Drogheda to France. The ship sailed from Newhaven in January but contrary winds forced it into Dartmouth. The ship and goods were detained there. On the outward voyage one of the passengers laded hides, tallow and a small piece of frieze on the ship to go from Drogheda to France. Contrary winds drove the *Mayflower* into St Ives. The passenger sold the frieze there. The *Mayflower* then put into Plymouth and Stanley sold the tallow and purchased the hops and madder. The ship was then driven into the Isle of Wight for three to four days. After reaching Newhaven Stanley sold the cargo and purchased new good. Stanley's father undertook to pay the examinant the freight costs for the voyage.

[13] EXAMINATION OF CHRISTOPHER STANLEY OF DROGHEDA, A CATHOLIC MERCHANT, AGED 25, 28 APRIL 1642, ff 13r–v.

As for 12. The examinant sailed from Drogheda in the *Mayflower of Fairlie* last October. A day or two before he sailed from Drogheda Lord Henry Blayney brought news to the town of events in the north. He advised the town to stand to their guard and the drums were beaten. The examinant owned the tallow and Andrew Dice, a young Catholic, owned the frieze on the ship. He still has the charter party for the voyage and a bill of lading for the voyage from France but another bill was taken from him. He also received a letter from Dice to deliver to his mother, a widow at Drogheda. The examinant heard of the rebellion in Ireland before he left France.

[14] EXAMINATION OF MATHEW DORMER OF DUBLIN, MERCHANT, AGED 21, 28 APRIL 1642, ff 18v–19v.

The *Patrick of Waterford*, with Walter Hayes as master, lay at Dunkirk last December and January. The examinant and Nicholas Evererd, of Dunkirk, laded the ship to be transported to Dublin for the account of Toby Shields, who is this deponent's master and a merchant resident there. The goods belong to Shields. On the voyage to Dublin contrary winds forced the ship into Dartmouth. The goods and the ship were detained there. The examinant knows Lawrence Allen, a sheriff of Dublin. Allen and Shields are

the king's subjects and not rebels. Allen is Shield's partner in many things and may have an interest in the goods, but the examinant does not know of it. The examinant was shown a certificate made by him and Walter Hayes on 2 April before William Plumleigh, the mayor of Dartmouth. He confirms that its contents are true and it is sealed with the town seal and he paid 11*d.* for the same. The ship carried hops and deal boards. He believes Walter Hayes is a part owner of the ship and that he is not a rebel. The ship carried a letter for Toby Shields and a bill of lading.

**[15] EXAMINATION OF ANDREW HAROLD OF LIMERICK, MERCHANT, AGED 30,
29 APRIL 1642, ff 20r–21r.**

James Haly and Michael Haly, two brothers, owned the *Elizabeth of Limerick*. Michael bought the ship in St Malo two years ago. The examinant was in Dunkirk when the ship arrived there last November. In December Michael laded the *Elizabeth* with tobacco, hops, fruit, pots and other goods to be delivered to James at Limerick. James and Michael Haly are the king's subjects and had no hand in the rebellion in Ireland. James was at sea when the rebellion began and Michael lived at St Malo. The examinant heard that contrary winds forced the ship into an English port on its voyage from Dunkirk to Limerick. The ship was seized there. The examinant is a Catholic and came to depose at the request of James and Michael Haly. Both the brothers are Catholics. They were in Limerick on 4 August last year. The ship carried tallow, butter, beef and hides from Limerick to Dunkirk. Two Limerick merchants, George Rochford and Pierce Maroney owned part of those goods. There was a charter party between James Haly and the other partners but it was cancelled before the freight was paid. The examinant knows the parties at Limerick and has many friends and kin there. The bill now in the registry of the court has been underwritten by the master but he has not seen it before.

**[16] EXAMINATION OF CHARLES JENNINGS OF ST AUGUSTINE'S PARISH IN LONDON,
MERCHANT, AGED 29, 11 MAY 1642, ff 60v–61r.**

The examinant received orders from Abraham Jennings, his father, and Justin Peard to claim 198 rolls of tobacco seized at Fowey in the *Mayflower of Waterford*. They owned the tobacco and laded it on the bark at Plymouth to be shipped to John Burston in Cork. On the voyage to Cork contrary winds forced the ship into Fowey in Cornwall where it was seized. Jennings and Peard are both Protestants and inhabitants of Plymouth.

**[17] EXAMINATION OF JOHN BUNBURY OF STOKE BISHOP IN COUNTY
GLOUCESTERSHIRE, GENTLEMAN, AGED 41, 26 MAY 1642, ff 85r–v.**

The examinant knew Nicholas Loftus for ten years and has also known the *Mayflower of Waterford*, thirty tons, for the last twelve months. Loftus is the sole owner of the vessel. David Cheevers affirmed that Loftus bought the ship with a mortgage for £80 sterling. The examinant lately saw the ship at Bideford in Devon.

[18] EXAMINATION OF ARTHUR CREED OF ROSS, GENTLEMAN, AGED 41, 26 MAY 1642, f. 85v

About St James's Tide last year the examinant was an officer of the custom house at Ross.¹ David Cheevers, the master of the *Mayflower of Waterford*, forty tons, then at Ross came to him to seek his help to find a freight for the vessel. The examinant knew Mr Loftus and helped Cheevers to get a freight from Ross to Bristol.

¹ St James's Tide: 25 July

[19] EXAMINATION OF JOHN POPE OF WATERFORD, GENTLEMAN, AGED 43, 26 MAY 1642, f. 86r.

As for 17. The examinant is an officer of the custom house of Waterford and Cheevers often solicited his help to seek freight for the ship.

[20] EXAMINATION OF ROBERT COLDCOLE OF RATCLIFFE IN COUNTY MIDDLESEX, AGED 36, 26 MAY 1642, ff 86r–86v.

The bill of lading shown to the examinant is one of three bills which he signed for the delivery of the goods mentioned in them after recovering them in Dartmouth. The ship and goods were detained in that port. This was done at the request of John Talbott. The examinant came to Nantes around the time the rebellion in Ireland began. The examinant lodged at one Brunny's house there. Ten Irishmen also lodged there. He heard a gentleman say that some muskets and swords were brought to Nantes. Some men, who he took to be papists, received the arms and kept them in their chambers. The gentleman also kept some of the arms in his chamber. Talbot and this gentleman were acquainted with the Irishmen who lodged there. He heard that the English factors at Nantes took notice of the arms and other provisions for war in the town. This was before any order was given to stay of Irish ships.

[21] EXAMINATION OF CAPTAIN THOMAS SQUIBB OF ST BOTOLPH'S PARISH, BISHOPSGATE, LONDON, AGED 53, 26 MAY 1642, f. 87r.

Last Christmas the examinant resided at Nantes and with other Englishmen noticed that Irishmen bought many provisions for war including muskets, pikes, swords and bandoliers there. The examinant thought it fit to give the parliament in England notice of this. A large part of the supplies were carried to the house of Michael Gentleman. Gentleman and John Talbott knew other Irishmen at Nantes. Talbott lodged at the house of Francis Denier at St Nazaire and planned to take shipping. A horse load of muskets wrapped in canvas were delivered to the house. The examinant believes that Talbott intended to put twenty muskets on Robert Coldcole's ship. This ship lay in the river and was ready to depart.

[22] EXAMINATION OF WILLIAM BOLDY OF ANGLESEY, ESQUIRE, AGED 48, 21 JUNE 1642, ff 158v–159r.

About the end of lent he went on board the two ships seized at Holyhead. One was the *John of Drogheda* with Richard White as master carrying French and Spanish wine, tobacco and other goods believed to belong to rebels in Ireland. The second ship was the *Peter of Wexford* with John French as master carrying French wheat and other goods also believed to belong to Irish rebels. The *John of Drogheda* sprang a leak and the water damaged the goods. The goods on the *Peter of Wexford* will also waste every day in the hot summer weather unless some course is taken to protect them.

[23] EXAMINATION OF MARIA ANNA LEVINTHORPE WIFE OF EDWARD LEVINTHORPE OF DUBLIN, AGED 30, 21 JULY 1642, f. 166v.

About All Hallows Tide last the examinant packed a trunk with goods on board the *Margaret of Helbre* to be transported from Dublin to Helbre or Westchester.¹ The goods belonged to her husband and she sent them to him. She was informed that the ship and goods were cast away on the voyage from Dublin. She received some small things from the trunk from some people who went down to look for it.

¹ All Hallows Tide: 1 November. Westchester was a commonly used name for Chester in the 17th century.

[24] EXAMINATION OF ANCHY SCOTT OF FAIRLIE IN SCOTLAND, MARINER, AGED 36, 1 JULY 1642, ff 172v–173r.

Robert Hood and David Blackborne owned the bark the *Jane of Fairlie* in Scotland with Robert Montgomery as master. Last Michaelmas at Drogheda he heard that the ship was at Dublin.¹ Adam Talbott freighted the *Jane* to go to Nantes and to return to Dublin. On the return voyage contrary winds drove the ship into St Ives and it was seized there. The wine on board belonged to the owners, master and company of the ship. The crew are all Scottish and had no part in the rebellion in Ireland. The certificate now shown to him is true. He knows this as when he was last in Scotland twelve months ago Alan Delapp, John Reade and Michael [Druell] were the provost and bailiffs of Irvine and their names are subscribed to the certificate. The town seal and green wax they use are also on the certificate.

¹ Michaelmas: 29 September

[25] EXAMINATION OF JOHN CRAGGE OF FAIRLIE IN SCOTLAND, AGED 30, 1 JULY 1642, ff 173r–v.

The examinant has known the *Jane of Fairlie*, fifty tons, and the owners Robert Hood and David Blackborne for eight or nine years. Last Christmas the examinant was at Drogheda in a ship called the *Mayflower*. The *Jane* was at Dublin and bound for Nantes with herring. As the *Mayflower* came out of Drogheda they met the *Jane* with Robert Montgomery as master. Montgomery let the ship to Adam Talbott, an

Irishman, for the voyage. On the return voyage to Dublin the *Jane* put into St Ives where the ship and goods were seized. The wine on board belonged to the crew and owners and they are all Scottish and had no part in the rebellion in Ireland. The examinant was at Fairlie twelve months ago and Alan Delapp was provost of Irvine with John Reade and Michael Druell as bailiffs. The town wax is green like the wax on the exhibit that is shown to him.

**[26] EXAMINATION OF JOHN ELKINS OF LARGS IN SCOTLAND, MARINER, AGED 34,
1 JULY 1642, ff 173v–174r.**

As for 24 and 25.

**[27] EXAMINATION OF EDMUND BOURNE OF DUBLIN, MERCHANT, AGED 21, 3 AUGUST
1642, ff 203v–204r.**

The goods on the *Margaret* were to be carried from Dublin to England to their owner, Ralph Leverhappe, esquire. Contrary winds drove the ship onto the coast of Wales and it was cast away near [Abergennyn]. Leverhappe's goods were all lost but some of the other cargo on the ship was saved. Some of the company drowned but seventeen people were saved. The examinant saw the packing and marking up of Leverhappe's goods and their delivery to the ship. The examinant escaped from the ship when it was wrecked and is a true subject of the king.

**[28] EXAMINATION OF GILES LAWRENCE OF BARTON IN DORSET, CARPENTER,
AGED 20, 1 SEPTEMBER 1642, ff 216r–220r.**

The examinant served as the carpenter in the *Neptune* with Thomas Polding as master. The ship departed on its voyage from Gravesend but he does not remember on what day. Around 16 October 1641 on its voyage from Newhaven in Sussex contrary winds forced the *Neptune* into Margate Road. The examinant saw Thomas Polding and William Beale draw up the charter party for the voyage in the old Exchange in London. He heard Beale say that the *Neptune* was to go to Newhaven and lade his corn there and bring it to Ireland. Polding did not waste any time at Newhaven lading Beale's corn and sailed for Limerick. Due to the poor weather the crew persuaded Polding to put into Weymouth and take a pilot on board. After leaving Weymouth foul weather forced the *Neptune* into Plymouth for three weeks. More foul weather then forced the ship into the Isles of Scilly and the crew learned of the rebellion in Ireland. The sailors did not want to continue the voyage. However, Polding partly encouraged and partly forced them to proceed. George Leather, a servant to Beale discouraged the seamen. He made up all his clothes in a bundle and tried to leave the ship but the master prevented him.

Around 9 December 1641 the *Neptune* came into the river of Limerick and anchored about three-quarters of a mile from the quay. Polding went ashore to meet Beale's factor in the city and to get him to send lighters to carry the cargo up to the city. The

master did not want to risk bringing the *Neptune* closer to the quay because of the rebellion. The examinant went ashore with Polding and heard the factor refuse to send lighters and order Polding to bring the ship up to the quay. Despite the danger the crew brought the *Neptune* up to the quay about 13 December. The crew loaded twenty-five tons of merchandise sent from Beale's factor on board the ship. If the factor had put the goods on board sooner they would have left Limerick earlier. About 25 December the crew moved the ship three-quarters of a mile from the quay as they feared the *Neptune* might be seized or they might be killed. They informed the factor and asked him to send the rest of the goods to the ship there. Around 18 January 1642 the last of the cargo came on board the *Neptune*. From 18 January until the end of February the winds were unfavourable and the *Neptune* could not leave the river of Limerick. By the end of January the ship ran out of victuals because of the delay lading the goods and not being able to sail because of contrary winds. The examinant, Polding and some others went ashore to get supplies. They mayor seized them and put them in prison for fourteen days.¹ The mayor offered to release them if Polding would deliver Beale's goods to the city. Polding refused and they remained in prison. Polding sent orders to the crew still on the ship to sail and leave the rest in gaol. The master then disbursed a large sum of money to persuade the mayor to release them. The *Neptune* left Limerick and put into Weymouth on 8 March. The ship was ready to sail but was detained at Weymouth on suspicion that the ship and goods belonged to the Irish rebels. On 28 March the ship sailed from Weymouth for Newhaven in France and arrived there on 2 April. They delivered the goods to Beale's assignee. Polding and the crew wasted no opportunity of wind or weather to hasten the voyage. At Limerick Polding also took on board forty-five poor Protestants who fled from Limerick for their lives. Polding unladed a small quantity of tallow at Weymouth on the instructions of Beale. The examinant believes Polding owned part of the ship. The *Neptune* sailed in Beale's service for about five months and nine days in total until its discharge about 7 April 1642.

¹ Dominick Fanning was the mayor of Limerick at the outbreak of the rebellion in the city.

[29] EXAMINATION OF JOHN WINDSOR OF BARTON IN DORSET, AGED 18,

2 SEPTEMBER 1642, ff 220r–223v.

As for 28. The examinant adds that he sailed on the voyage as Thomas Polding's servant. Polding sent the man who wanted to leave the ship at Scilly ashore at Limerick to his brother, the factor, to send lighters to unload the ship. The man returned with orders to bring the ship up to Limerick quay. Polding went ashore with two other men to buy provisions for the ship. Polding took on board twenty-five poor Protestants fleeing for their lives. The *Neptune* carried 200 quarters of wheat to Limerick.

[30] EXAMINATION OF GILES LAWRENCE, 2 SEPTEMBER 1642, ff 223v–224r.

As for 28. The examinant adds that the *Neptune* carried twenty-five tons of goods to Limerick.

[31] EXAMINATION OF ROBERT BONNER OF BARTON IN DORSET, AGED 30, 2 AND 3 SEPTEMBER 1642, ff 224r–228r.

As for 28. The examinant served as the boatswain in the *Neptune*. The master and company did not neglect any opportunity of wind or weather on the voyage to Limerick.

[32] EXAMINATION OF JOHN TALBOTT OF DUBLIN, AGED 22, 24 SEPTEMBER 1642, ff 235r–236r.

Last January the *Christopher of London* with Robert Coldcole as master, laded sixteen [tons] of French wheat, eighteen tons of French rye and three tons of French wine at Nantes. The cargo was to be carried to Dublin for the account of Adam Talbott, this examinant's master. The ship put into Dartmouth and the goods were detained there. Talbott is a loyal subject of the king and had no hand in the rebellion in Ireland. In October 1641 the *Jane* with Robert Montgomery as master, lay in Dublin expecting to carry a cargo from Adam Talbott to Nantes and to return back to Dublin. The *Jane* safely arrived at Nantes and the examinant loaded twenty-six tons of wheat, seventeen tons of wine, a bale of canvas and three bales of paper on board to be carried back to Dublin. Contrary winds forced the ship and goods into St Ives in Cornwall. The ship was seized there. Adam Talbott is this examinant's uncle, on his father's side. The examinant and his uncle are Catholics. Adam Talbott opposes the rebels and has spent the most part of his estate in opposition to them. Last Christmas the examinant lodged at the house of John Fosse, an Englishman residing at Nantes.

[33] EXAMINATION OF THOMAS FORSTALL OF KILMALLOCK IN COUNTY LIMERICK, GENTLEMAN, AGED 40, 27 SEPTEMBER 1642, f. 239v.

The *Gift of God* arrived in Bilbao last February. Barnaby Dormer laded and owned the goods in the ship, except for two tons of merchandise that belonged to a Bilbao merchant. The examinant heard the ship came from Ross and intended to return there with the cargo. On the voyage from Bilbao contrary winds forced the ship into St Ives. It was stayed there. The examinant sailed as a passenger on the ship. Patrick Synod, the master of the *Gift*, is now deceased. He believes Dormer is a loyal subject of the king and was not in Ireland since the rebellion broke out.

[34] EXAMINATION OF PATRICK CARR OF KINLOUGH IN SCOTLAND, GENTLEMAN, AGED 43, 27 SEPTEMBER 1642, f. 240r.

As for 33. The examinant sailed as a passenger in the *Gift of God* to Ross. Dormer is an Irishman and he laded the ship with Spanish iron, anised and liquorice. William Lombard of Waterford owns two tons of Spanish iron on the ship.

[35] EXAMINATION OF JOHN TALBOTT OF DUBLIN, AGED 22, 27 SEPTEMBER 1642, ff 240r–v.

The examinant spoke to Patrick Synod, the master of the *Gift of God*, and Barnaby Dormer, the merchant at St Ives. Dormer showed the examinant his accounts which proved all the goods except two tons of iron and a small parcel of liquorice belonged to him. Synod and Dormer told him that the ship came from Bilbao and sailed for Ross. Dormer claimed to be a loyal subject of the king and that he had not been in Ireland since the rebellion began.

[36] EXAMINATION OF RICHARD BOURKE OF BALLYNAGARDE IN LIMERICK, AGED 34, 27 SEPTEMBER 1642, ff 240v–241r.

As for 33. The examinant sailed as a passenger on the *Gift of God* to Ross. He saw Dormer buy and pay for the goods.

[37] EXAMINATION OF THADDEUS BEARN OF [DANGAN O BEARN] IN IRELAND, AGED 32, 27 SEPTEMBER 1642, ff 241r–v.

As for 33. The examinant sailed as a passenger in the *Gift of God* to Ross. He heard about the rebellion in Ireland and believes Dormer has not been there for the last twelve months.

[38] EXAMINATION OF PATRICK CARR, 27 SEPTEMBER 1642, ff 241v–242r.

The *Gift of God* arrived in Bilbao last September and he often heard Synod say the ship belonged to him. The examinant did not hear of the rebellion in Ireland until the ship arrived at St Ives. Dormer said he lived in Ross but the examinant does not know if Ross is in rebellion. The examinant has been detained in England since the *Gift* was stayed at St Ives.

[39] EXAMINATION OF RICHARD BOURKE, 27 SEPTEMBER 1642, ff 242r–v.

The crew of the *Gift of God* said the ship belonged to Synod. On the voyage from Bilbao they met some English ships at sea and heard about the rebellion in Ireland. They learned more about the rebellion at St Ives but they did not know when it began. Dormer is a Catholic who lives at Ross.

[40] EXAMINATION OF THOMAS FORSTALL, 27 SEPTEMBER 1642, f. 242v.

The examinant knew Dormer for four years and first knew him at Ross. He believes one Lambert, who came on the ship, is the factor as he spoke better Spanish than Dormer. He did not hear about the rebellion until they came into St Ives. The examinant comes to testify at the request of Mr Smith of St Ives. He has been in prison at St Ives and Newgate since the ship came into St Ives.

[41] EXAMINATION OF THADDEUS BEARN, 27 SEPTEMBER 1642, ff 242v–243r.

As for 40. The examinant has known Dormer for twelve months. He has been detained at St Ives, a place ten miles from St Ives and Newgate.

[42] EXAMINATION OF JOHN TALBOTT, 27 SEPTEMBER 1642, ff 243r–v.

As for 40. The examinant has known Dormer since 16 February last. He believes the bark belongs to Wexford and that Patrick Synod owned the vessel. The examinant first heard of the rebellion in Ireland last December in France. He believes the rebellion in Ireland has continued for the last six months and the actors in this are Catholic. Dormer is a Catholic who lived at Ross before the rebellion and the examinant believes that town is now in rebellion. Dormer is now a prisoner at St Ives. The examinant was in prison in St Ives for a long time. The detention of goods belonging to a Dublin merchant at St Ives and Dartmouth is the reason he has lived so long in England.

[43] EXAMINATION OF WILLIAM ELLET OF QUEENBOROUGH IN COUNTY KENT, MARINER, AGED 30, 3 NOVEMBER 1642, ff 299r–299v.

The examinant is master of the *Blessing of Queenborough*. A Dunkirker lately seized the ship. The *Blessing* carried sack, strong water, beer, flax, cheese, fish, pease, malt and some other commodities belonging to Mr Drinkwater for Londonderry. They intended to trade the goods with the Protestants there and not the Irish rebels. The Dunkirk man-of-war, of 100 tons and eighteen guns, which took the *Blessing* had been trading with the Irish rebels at Sheephaven bay in the north of Ireland.¹ Captain Francis Oliver commanded the Dunkirk ship and seized all the goods on the *Blessing* except for a small quantity of herring, pease and flax. The man-of-war sold some of those goods at Sheephaven. They took the rest of the commodities to Wexford and sold them there as the examinant heard from one of his crew. On 19 July last the Dunkirker called out to the *Blessing*. The examinant believed the ship to be a friend and said he was bound to Londonderry. The Dunkirker told the *Blessing* to come nearer and they would assist them. Foul weather had driven the *Blessing* into the haven and the ship was then in a great deal of difficulty. The Dunkirker then shot at the examinant and by force and violence seized the *Blessing* and took the cargo. Oliver told the *Blessing's* company that they were rogues and that as he was the admiral for Ireland he had the power to seize them for trading with the rebels at Londonderry.

The Dunkirk man-of-war was a long ship with a deck and a half deck and a picture of St Francis in the stern. The ship was Flemish built and called the *Peter of Dunkirk*. After being robbed the *Blessing* went with ballast only to Londonderry.

1 Sheephaven Bay, county Donegal.

[44] EXAMINATION OF WILLIAM OLDER OF ST OLAVE'S PARISH, SOUTHWARK, MARINER, 3 NOVEMBER 1642, ff 299v–300v.

As for 43. William Drinkwater, a London merchant, laded the goods to be brought to Londonderry on the *Blessing of London*. The Dunkirker, 130 tons, that seized the

Blessing came out of Sheephaven en route to Wexford. The Dunkirker also took two pieces of ordnance from the *Blessing* and all the goods of the company. The Dunkirker was built in the style of a frigate, being sharp below and broad above after the Spanish fashion. There was a picture of St Peter or St Francis in the stern. The Dunkirker kept the examinant as a prisoner for over five weeks.

[45] EXAMINATION OF CHARLES KENT OF QUEENBOROUGH IN KENT, MARINER, AGED 20, 3 NOVEMBER 1642, ff 300v–301r.

As for 43 and 44. The Dunkirker carried a picture of a friar on her stern and was very sharp under water.

[46] EXAMINATION OF ABRAHAM SKINNER OF [DEREBORINA], COUNTY KENT, MERCHANT, AGED 28, 4 NOVEMBER 1642, ff 301r–v.

He received letters that showed the *Northumbria* was let to freight on 11 March to go to Limerick city or castle. According to the general report the city had not yet joined the rebellion and remained loyal to the king until May. At that time the city revolted but the castle held firm for a month or two. The ship sailed from Dover to La Rochelle to seek a freight. Stephen Ketcherell, the master, let the ship to an Irish man from Limerick. The master could not inform David Skinner of this as he did not know that Skinner was in Paris at that time. The schedule is the original made by the master and he has compared it with the translated copy from the French and finds all things agree between them.

[47] EXAMINATION OF RICHARD LEADER OF LIMERICK, MERCHANT, AGED 35, 7 FEBRUARY 1643, ff 381r–383v.

The examinant served as William Beale's factor at Limerick. The *Neptune* and its lading of malt arrived at Limerick before the beginning of November 1641. If the malt had arrived at a good market it would have yielded a good price of 30s. a quarter. As the malt arrived late and the rebellion had broken out it yielded little. Before coming up to Limerick quay with the lading the *Neptune* lay at a place called the pool, about a mile from the city, for five or six days. Beale suffered a great loss because of this as porters were hard to find because of the rebellion, the wet weather increased and a guard on the city gates meant it was not possible to get in and out of the city. The examinant had a lading of hides and tallow ready to load on the *Neptune*. However, Polding took the ship back to the pool with only twenty-five tons of goods on board. The examinant was forced to lade the ship in the pool. The days were very short as it was Christmas and the city gates shut every night at 4 o'clock because of the rebellion. If the ship had stayed at the quay it might have been unloaded and re-loaded again in a week. The *Neptune* would then have been ready to sail on the first fair wind at the end of December or start of January. The sudden departure of the *Neptune* from the quay meant Beale paid extra to hire lighters and other boats to lade the ship.