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ACCOUNTS AND INVENTORIES OF JOHN STARLYNG, CLERK OF THE KING'S SHIPS TO HENRY IV

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scarce book, Medland and Weobly's "Remarkable Trials," when found, contains only the *Bombay Courier's* report reprinted. I ought to add that by the courtesy of the Librarian at the India Office I have been able to consult both that newspaper and the *Madras Spectator*. If the result, as here set forth, cannot be called archæology, it at least chronicles the small beer of a bygone order.

ACCOUNTS AND INVENTORIES OF JOHN STARLYNG, CLERK OF THE KING'S SHIPS TO HENRY IV.

II.

BY ALAN MOORE.

BEFORE considering the ships further, it will be well to print some more inventories.*

The Receipt for the New Galley follows that of the *Christopher* :—

Recept' cuiusdam Galee de novo fact'	ij cables
cum apparatu eidem Galee pertinent.'	ij pec' de parvis haucers pro les polives
videlt.	l sheves magn' eu' [yew ?]
j mast	lx sheves parv eu pro les parv polives
j saillzerd fact' de ij pec'	iiij ancrs voc' grapyers
j trusparail pro eodem mast	ij ancrs voc Shipancres
iiij triefs cum les boltropes	j caudron magn' eu' pro pice [jug for
j haucer magn'	pitch.]
ij steys pro le mast	j trefet magn' pro eodem caudron
xviij hederopes super les polives	ccxl Ores plumb.
xviij hederopes sub les polives	xij Ores sine plumb.

* A previous article appeared in the "M. M." for January, 1914.

After the new galley comes the receipt for the ship called the *Carake* :—

Recept cuiusdam Navis vocat le Carake cum apparatu eidem Navi pertinent' videlt.	j	cranelyne cum ij cranebagges
j	xxiiij	sheves
j	j	gunne
j	iiij	polives magn'
j	vij	polyves parv.' pro stauro
j	iiij	caten
j	ij	serur' pro predictis caten'
j	j	serur pro camera
j	iiij	bokettes
iiij	vj	clau' [claves, keys?] de ferr' pro lerynges
' ij	j	crawe de ferr'
[j trusparail was first wiitten and the j had been altered to a ij]	ij	ferrementes pro clausur' porte
iiij	j	vise pro le spryngole
xix	j	pip' iuyst
hederopes cum xxxviij polives forn- eisez voc' halyers	ij	hokkeshedes
iiij	ij	lerynges pro le mast
iiij	iiij	bordes long'
' ij	ij	spekes pro le capsteyne
' ij	j	ketill parv' pro pice
' ij	j	sawe magn'
' ij	ij	barkes
j	j	Gundard cum v ores.
ij		[In the 'Liberatio' of the carake one item is added] :
' ij	j	lanterne.
handropes parv'		
stropes pro les Boyes		

Following the Receipt of the *Carake* come lists of miscellaneous gear at the king's storehouse, in domo stauri Regis, at the Tower. Many of the items occur in ships' inventories, but some do not. We find among other things :—

xx	Orevens long' de Beche pro le Galey	vj	stetynges...
xxij	Orevens curt' de assh. [Orevens seem to be oars, the long oars of beech and the short of ash.]	j	pope
vj	barrell butis...	j	forcastell pro minstrall....
ij	prasso's pro les Ores de galey	vij	Regoldes...
ix	pec' maer' de quercu	j	grapeiren cum j catena
xx	sparres de quercu...	iiij	junkes
j	polyvestok magn' sine sheves...	ij	Wyndyng ropes
ij	girdynges [between entries of sustres and Rakkes]...	vj	lollers
xiij	berlyng'...	vj	shetes
ij	henge polives [pendant blocks perhaps]...	iv	trepgetlynes
j	slot de ferr' pro les Gunnes...	vij	zerdropes
xv	waynscottes..	viiij	gunnes cum viij cameris
xij	teldes [recorded between cables and oars]	j	handgunne...
		iiij	brailleropes
		ij	betakles
		iiij	garb. dartes cum capite' & sine capit.
		ij	baners
		j	standard...
		j	spogeour
		ij	seylyng nedeles
		ij	dyoll...
		j	manstaf rope...
		ij	compas

^c
 'iiijxxxiiij ores [434 oars]...
 iiij top castell...
 v pair' skalet'...

j barell parv' de gunnepoudr'	j paire Rerebras...
x arc' [bows]	c castyng dartes...
vj garb. sagittar'	j somercastell...
ij crossebowes	vj capstan spekes...
ij lokers cont' xxviiij garb quarell	ij lign' de cork [buoys ?]...
iiij pair' plates [armour]	ij lerynges pro le mast.
j paire vambras	

Then follow lists of gear beginning 'liberatio,' instead of 'Recept.' Generally the liberatio corresponds with the Receipt, but in some cases is fuller, as is that of the barge, *Marie de la Toure*.

Liberatio cuiusdam Barg' Regis voc'
marie de la Toure cum toto apparatu
eidem Barg pertinent. facta prefato
elmyngo per indenturam predictam vz.

j mast
j trief cum iiij bonettes
j topcastell
j saillezerd
j bowesprite
j Rakke
j trusparaill
j cable nov'
j cable di-usitat [half worn]
ij bowelynes debit
iiij ancrs
j Gunne de ferro cum ij cameris
j Gunne de Bras cum j camera
j ketill
j patell parv
j secur'
j hamer
ij zerdrops
iiij ropes parv debit
ij pendanntz pro les polancres
ij Junkes debit
j Cranelyne debit

j baill
j spogeour
j mast pro predicto batell [no boat has been mentioned, but one comes at the end.]
j ancre pro predicto batell
ij seylyng nedeles
j dyoll
j sherhok
j mikehok
xviiij hederopes
vj baksteys
iiij forsteys
ij upsteyes
j Cable parv pro shetes
xx ores
iiij deles
ij trusses
j cable nov'
ij stetynges debit
iiij haucers
ij trepgetlynes
j soundynglyne cum j plumb
iiij** gaddes de ferro
'ij wyndyng polives
j batell longo [longa ?]

The Liberatio of the balinger *Gabriell* follows :—

Liberatio cuiusdam Balinger' Regis voc'
la (?) Gabriell cum toto apparatu eidem
balinger pertinent. facta predicto elmyngo
per indenturam predictam videlt.

j mast
j saillezerde
j bowesprite
j trief cum ij bonettes
j Rakke
viiij hederopes
ij forsteys
ij baksteys
j cable
ij bowelynes debit

ij halers debit pro le uptye
j handrope
iiij ancrs
lx ores
ij trepgetlynes pro trussez halyers & trisez
ij cranelynes debit pro steys & prioll
j trepgetlyne debit (pro ?) zerde ropes
ij bowelynes debit
j rope pro shetes & takkes debit
v polives
j lanterne

Lastly may be given the Liberatio of the King's Barge. The contrast between this vessel and the barge *Marie de la Toure*

is interesting, as showing that in the XV. century as now, the term barge was a wide one. What at the present day have an Admiral's barge, a flat-bottomed sailing coaster, and a canal boat in common?

Liberatio cuiusdam Barg' Regis pro
hospicio suo cum toto apparatu eidem
barg' pertinent facta predicto elmyngo
per indenturam predictam videlt.

j mast
j saillezerd
j Rakke
j bowesprite cum j polive
j trief cum j bonet
ij shotes debit
vj hederopes debit
ij baksteys nov'
j forstey debit

ij uptyes.
ij haliers
iiij polives
ij zerderopes
j bowelyne
j cable nov'
ij handropes
ij an cres
if bordes voc' dyles
lxix Ores
ij polives
j halyng rope debit
iiij bailles'

Other lists follow, including one of stores 'vastat & perusitat,' but the forgeoing, which deal with each type of vessel, are enough to give a good idea of the nature and contents of the inventories.

ARMAMENT.

The principal weapons were those for hand to hand fighting : bows, crossbows, darts and lances. Grappling irons were carried, and one fitted with a chain hung from the bowsprit.

Guns were just coming into use afloat. The *Christofer* carried three, with five chambers, the *Bernard* two, the *Carake* one. All these were of iron, but the *Mary of Weymouth* had besides an iron gun, one of brass, and the barge *Mary of the Tower* had an iron gun, fitted with two chambers, and a brass piece with one chamber. This latter is also referred to as a mitre, shewing that already ordnance was becoming diversified. In the king's storehouse were eight guns with one chamber each, and one hand gun. The *Christofer* also had a hand gun.

All but the hand guns seem to have been breach-loaders. We get little information as to how the chamber was secured in the breach, but we read of a bolt for the chamber, and of an iron slot "pro les gunnes." 'Bolts for forelocks' may have been connected with the guns.

The guns of the *Christofer* are mentioned as being 'stoked.' It is just possible that this means that they were choked up. It was the custom in later years to speak of timber holes being stoked, *i.e.*, bunged, and the modern stoke referring to a fire is probably the same word. Much more probably, however, 'stoked' here means stocked. The word stock connoted wood,

as in anchor stock, and 'polive stok' for the shell of a block, or 'cable-stock' for capstan or windlass as in the complaint of Scotland, and the gun-stock was probably the timber bedding in which the piece lay firmly fixed. The inability to run the gun in made loading at the breech almost a necessity.

Where the guns were placed we are not told, but probably in the waist. We do not *know*, however, that they were even pointed over the side, though it is probable that they were.

Such an entry as 'ij fferrementz pour le closer de la port' at first glance suggests gun ports, but it is unlikely that 'port' means more than a door.

Galleys and balingers seem to have been without ordnance.

RIG.

The ordinary rig was a square sail on a single mast, with a bowsprit. Ships, barges, and balingers seem to have been rigged in the same manner. Peculiarities are to be found in the gear of the *Carack* and galleys.

Top-castles were usually fitted in the larger ships.

The standing rigging consisted of shrouds, at that time called hederopes, stays or forestays and backstays. As for long afterwards many shrouds were thought necessary. The *Christofer* had twenty, and this, from the frequent record of an odd number, very likely meant twenty a side. The *Christofer* also had six backstays and a forestay. It is interesting to find the stay called the forestay. At the present time 'forestay' has two apparent reasons for its prefix. In a ship with a foremast it appears to take its name from the mast: forestay to the foremast, mainstay to the mainmast, and so on, and there is a sub-conscious feeling that this is the true origin of the word, as is shewn by the 'stay-foresail' of a ketch, where the forestay is the stay of the mainmast, and the 'forestaysail' of a schooner where the forestay belongs to the foremast. In a cutter or ketch the forestay seems to be named from its position, and these lists justify such a use.

The *Bernard* had three forestays, and of the barge *Marie of the Tower*, we read that she had 'v cordes fact in iij forsteys.'

The shrouds were furnished with chains, but exactly how they were applied we are not told.

Polancres, of which there were generally two, were pendant blocks, perhaps used for setting up rigging, and for helping to support the masts in the manner of the 'swifting tackles' or 'swifters,' of the XVI. and XVII. centuries. 'Henge polives'

may have been something of the same sort. We read also of a winding-tackle, for hoisting in goods.

The yard was hoisted by tyes, called uptyes and halyards, or halyers, a word used for almost any fall of a purchase. The tyes were usually two in number and often no halyard is mentioned.

There were two yard-ropes, which, from comparison with later lists, it is practically certain were braces.

There were also trusses and truss-parals, and a mysterious contrivance called a 'rakke,' that is nearly always placed next the trussparral in the lists. Both rakke and trussparral were fitted with two or more 'sustres' whatever they may have been.

'Stetynges' also seem to have been some gear for controlling the yard, perhaps a kind of rolling tackle.

To supply the top castle with ammunition there were crane lines and crane bags.

The sail or trief was fitted two or three bonnets and we read of boltropes, tacks, sheets, bowlines, brails, and 'trisez'; these last being presumably tricing lines of some sort.

'Lollers' are frequently mentioned, and generally in company with such things as tacks and sheets.

Many entries are obscure. What was a 'gyrding'? From its position in the lists it seems to have been one of the complicated and numerous fittings with which the mediæval seaman provided against his yard's taking charge.

What were Baills or Beilles, Berlynges, Halyng ropes, Handeropes, Junkes, Lerynges, Manstafropes, Mykehokes, Priolls, Rygoldes, Skaleteres, Scropes, Trepgetlynes and Wynding ropes? Some of them may have had no connection with the rigging.

Lerynges were connected with the mast and had keys of iron.

Priolls were made of rope. We find 'v paire skaleteres' recorded between uptyes and bowlines. Trepgetlynes were apparently lines of some particular make, for we read of 'ij trepgetlynes pro trussez halyers and trisez,' and they were used for 'yard ropes.' They may have been identical with the tregets or trejets of the XVI. century.*

* Cf. Inventory of the Great Barke, 23rd year of Henry VIII. Brit. Mus. Appendix xxviii. "Item the mayne parell wt trussys and ij drynges. Item ij tregetes."

The only use of the bowsprit seems to have been to carry a grappling iron, but it is possible that the bowlines led to it.

The two galleys then forming part of the Navy differed widely from the other ships. Like them they had one mast, but the yard was of two pieces, and this, with the absence of any mention of bowlines, and with the peculiar way of fitting the shrouds: 'eighteen head ropes above the blocks,' and 'eighteen head ropes below the blocks' suggests that their sails, of which each had four, may have been lateens. The absence of bowlines, even putting aside the incompleteness of the inventories, does not count for much by itself, because vessels fitted with upwards of 250 oars were probably not intended to go to windward under sail.

Of the oars, 140 were leaved, and twelve were 'sine plumb. There is a puzzling entry of prasso's (prassours?) for the oars.

The galleys seem to have had no top castles.

Much interest is aroused by the *Carack*. It will be noted that her shrouds were fitted in a peculiar manner, and that like the galleys she had a yard made in two pieces.

The most striking item is the entry 'j mast parv.' If the *Carack* was square rigged, as is most likely, notwithstanding that no bowlines are mentioned, this mast was a foremast. One can imagine its origin: A great vessel running in a heavy sea before a rising wind, the sweating helmsman intreating St. Nicholas to keep her from yawing so frightfully, and the brilliant notion of somebody to set a boat's sail forward to ease the helm. The value of head canvas being thus felt would naturally lead to the permanent establishment of a small foresail with its 'little mast.' In spite of this carack the foresail, when it became usual in English ships about the middle of the century took its name from the Dutch, and was called the 'Foke' sail.*

If, on the other hand, the *Carack* was lateen rigged, the 'little mast' may have been a mizzen: for the mizzen was adopted from the South as its name shows, and when we find the Dutch Foke sail forward it is balanced by a Dago mesan aft. It is possible that *le Carake* was the origin of its adoption, if so every English three-master bears in the name of her mizzen mast a record of that ship.

THE END.

* P. R. O. Exch. Accts. Bundle 53. No. 5. 11-15 years of Henry VI.