Seaborne commerce between England and ports in the Baltic, particularly Danzig, enjoyed several years of stability in the late 1530s, following the conclusion of the Danish War of Succession. English carriers regularly hauled woollens, hides, lead, and cony skins to Danzig each summer and returned with grain, forest products, flax, iron, and tar. Yet by the mid-1540s English ships seldom made the voyage. Friction between civic authorities and English merchants at Danzig soured trading relations, and in 1543 Christian III of Denmark temporarily restricted direct access to the Baltic via the Sound. This was followed closely by England’s naval war with France, which played havoc with shipping in the North Sea. Much of the English merchant marine was pressed into royal service and, for the time being, few skippers ventured into the Baltic.

Investigation of Anglo-Baltic trade during Christian III’s reign leads logically to the extant records of his toll collectors at Helsingor, who monitored the passage of ships through the Sound. Particularly useful are the earliest consecutive Oresund registers, running from 1536 through 1547, and Nina Bang’s statistical compilation based on these records. In these sources we find a preponderance of Newcastle and London vessels prior to the mid-1540s, suggesting a particularly vibrant seaborne trade between these two ports and Danzig. By the same token, the role of other east coast centres, such as Hull and King’s Lynn, seems relatively limited. Why this should be so, given the long-established commercial connections of the latter two ports with Prussia, is not apparent, and therefore worthy of enquiry.

The use of Oresund records and Bang’s statistics to delineate shipping patterns necessarily resurrects a century-old debate over the meaning and significance of the listed provenances. To date, however, the discussion has been confined to Hanseatic and Dutch shipping in the later toll books. In the eleven successive registers for the 1530s and 1540s the name of each ship’s master is followed by a simple rubric consisting of the preposition *aff* [of/from] and a place name. Initial entries for most, though not all, English skippers can be paired with later ones to illustrate return voyages. Relatively few of these captains made more than one journey per year, although occasionally the provenance listed for a homeward voyage differs from the one recorded for the eastward leg. In the end, only corroborative evidence from other sources can confirm the ports of lading and return destinations of the ships. For those from England, verification is indeed possible when the Danish accounts can be compared with corresponding English customs particulars, in which vessels and their provenances are noted.

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**The Northern Mariner/Le Marin du nord,** IX, No. 4 (October 1999), 13-24.
ports of origin are listed together with the names of their masters. In the vast majority of cases where comparisons are possible, the provenances in the Oresund registers correspond to the home ports of ships found in the English sources. Neither type of record confirms that these ports were also the domiciles of the English captains, although it seems probable that in many cases they were. Regrettably, although customs particulars survive for several ports in various years, no complete accounts are extant for London from 1536 through 1547, and only two for Newcastle. There are some for Lynn and Hull, however, which shed considerable light on networks of maritime commerce, and point to a need for caution when considering the Oresund evidence (see appendix 1).3

The voyage of John Harryson "aff Nykastell," one of twenty-five English skippers who went to the Baltic in the summer of 1538, is a case in point. His passage in both directions was recorded at Helsingor. The 1538 customs particulars for Newcastle have not survived, but the appropriate ledger for the port of Lynn records Harryson’s departure on 30 April and his return in late July in Robert of Newcastle.4 He was not an anomaly. Other masters of Newcastle ships – Robert Lyell, John Rossell, John Lawrence, and others – appear yearly in the Oresund registers. But in fact Rossell’s port of lading in 1539 also was Lynn, as it was for Lyell two years later. In 1541 Lawrence’s Baltic voyage originated in Hull, as did that of William Tayllor. Hence, while multiple references to Newcastle ships in the toll records might at first glance suggest a commercial shipping network in which the Northumbrian port shared predominance with London, the English evidence, incomplete as it is, offers a much different picture. A substantial number of Newcastle carriers were chartered for Baltic ventures that typically originated and ended in other ports, particularly Hull or Lynn.5

The archaic spellings in the Danish registers are very consistent from one year to the next and, for the most part, the translation of English place names into modern forms is fairly straightforward: "Harwitz," "Ypsick," and "Jarmoe" are readily identifiable as Harwich, Ipswich, and Yarmouth. However, considerable care is required when reading entries for ships from London and Lynn, which are apt to be confused rather easily. Typically, the East Anglian port was rendered "Lynde" or "Lynden," while London was "Lunde," "Lunden," or often simply "Lund." Nevertheless, there are some discrepancies between the registers and the published statistics, in instances where Lynn has been counted as London. The year 1541 is indicative. Twenty-one English ships made the return voyage, resulting in a total of forty-two recorded sailings. With the exception of a pair of ships from Hull and one each from Yarmouth and Ipswich, the printed tables indicate that the home port of all vessels was either Newcastle or London. Indeed, the total for Newcastle carriers corresponds with the number of entries in the register, although one of the ships, Robert Lyell’s James, sailed from Lynn. The published tally of sixteen sailings for London vessels is consistent with entries in the register for eight different ships from the English capital. One, however, was designated "aff Lunde" initially, and then "aff Lynde" for the return passage. The skipper was Lawrence Dowffe, and customs particulars confirm that his Trenyte was a London ship. But he had not sailed from London directly to the Baltic. Like Lyell, he had weighed anchor at Lynn, and would return there with his cargo of pitch, tar, and wax in mid-August.6 Again, though shipowners from Newcastle and London may have provided much of the English tonnage for Anglo-Baltic ventures, Dowffe’s voyage points to a much more even distribution of trade along England’s east coast.
English customs evidence also suggests that vessels from ports other than Newcastle and London may have seen service more regularly than is apparent in the toll registers. Danish officials recorded the passage of hundreds of craft annually, and predictably made occasional errors when transcribing ships’ provenances. Such likely was the case in 1542, when Edmund Cumerforthe’s craft was identified first as a London vessel and later as "aff Lynde" (see figure 1). The second entry, taken together with those for two other carriers that made the return voyage, explains the curious published total of five sailings for Lynn ships. From this evidence it would appear that the voyage originated in one English port and ended in another. But the skipper was a freeman of Lynn, the home port of his ship, Gregory, and the collector of customs recorded his departure from there on 12 April. He returned safely three months later with a cargo of tar and flax (see figure 2).7

Figure 1: Entries in the 1542 Øresund register for the ship of Edmont Komeffort.
Source: Denmark, Rigsarkivet (RA), Øresunds toldregnskaber, 1542, 22 and 32. Reproduced courtesy of the Rigsarkivet.

Figure 2: Corresponding customs particulars for Lynn indicating Edmund Cumerforthe’s departure on 12 April and his return on 6 July 1542 in Gregory of Lynn.
Entering Danish waters from the west, foreign vessels were almost routinely designated "vor barlaster" at Helsingor. Those of thirty to one hundred lasts capacity paid a toll of one noble. Subsequent entries for the same ships show them laden for the homeward leg, rated under one hundred lasts, and paying two nobles. The designations are rather ambiguous, though convenient enough to permit the cataloguing of ships in the published tables as ballastet [ballasted] or ladet [laden]. That "ballasted" and "laden" ships alike carried cargo is confirmed by the English accounts. Goods were transported in both directions. The four ships that departed from Hull in 1541, for example, carried substantial quantities of cloth and lead. The equivalent of 142 broadcloths, representing twenty-three percent of the total exported that year by denizens, left the port in these vessels, each of which paid only one noble to pass eastward through the Sound. Undoubtedly, the lead that reached Danzig in English and Hanseatic ships helped provide essential ballast for the long voyage, yet it too was a valuable export cargo. Transactions recorded by London entrepreneur William Watson, who acquired naval supplies for Henry VIII at Danzig, indicate no shortage of buyers there for the lead he shipped from Hull. For the journey back to England, the merchantmen were laded with heavy lumber, pitch, tar, or grain and ballasted with osmund.

Lead also went to the Baltic in vessels that can be traced to Lynn. In addition, there were various textiles converted to broadcloth equivalents, and consignments of hides, cony skins, and lambells. In 1539 the freight for John Werell's Peter was thirteen cloths; lead worth £ 16 6s sterling; and several thousand conies valued at almost twice that much. John Rossell, master of Chrystofer, had three cloths and £ 14 worth of conies, but no lead. Export cargoes both typical and unusual are listed in the 1541 particulars. Robert Lyell cleared Lynn in mid-May with lead, woollens, and conies, returning in August to offload sturgeon, flax, pitch, and lumber. The other craft to sail from Lynn that year was Dowffe's Trenyte, laden with salt, lead, herrings, and two casks of "egri bastard." Dowffe, like Lyell, paid a single noble at Helsingor for eastward passage. For the return leg, though, the toll for his ship was four gulden, applicable to ships of thirty lasts or under. These and other such entries tend to obscure rather than clarify the significance of the tolls with regard to the carrying capacities of the merchantmen. Two English skippers who also paid four gulden – "Jemps Ade aff Lund" and "Willem Patz aff Ypsick" – evidently did so for their passage eastward, yet later that summer both were charged the rate for westbound ships of up to one hundred lasts.

After 1542 the role of English shipping in the Anglo-Baltic trade was much diminished. Renewed English aggression against Scotland following the death of James V, together with war against France, triggered three years of mayhem on the northern seas. Merchant ships were requisitioned for Henry VIII's navy, and Denmark's allegiances resulted in periodic closures of the Sound to English traffic. In each of three consecutive years, only one English sailing was recorded at Helsingor. The listed provenance of all three ships was London, and to two of the entries little more can be added. Skipper Robe rt Symesz's payment of one noble in 1543 points to an eastward passage, although he may well have been heading back to England. In late June William Watson reported a solitary English ship in Danish waters: a small crayer bound for London. The ship of Mychel Engelbricht was listed as laden in 1544, and he paid two nobles, indicating a westward passage, but his destination cannot be traced.

Rather more can be learned from the voyage of William Rogers, whose ship "aff Lund" paid a single noble in 1545. While there are no surviving customs particulars to verify
that he set out from London, there is equally no question that he returned to England that summer. His cargo, two falcons and £71 worth of timber and "lini," was customed to Watson and discharged in early August at Newcastle. His ship, according to the collector of customs, was Thomas Sondayte of Danzig. Perhaps Rogers had taken a London ship to the Baltic, as the Danish sources indicate, but evidently he came back to England at the helm of a Prussian vessel, sailing not to the Thames but to the Tyne. The ship’s provenance, as recorded at Newcastle, invites a closer look for a possible second entry in the corresponding toll book. Returning to the 1545 register, we do in fact encounter Rogers again, but he is among the carriers "aff Danske," paying the toll of two nobles for his ship laden with foreign-owned goods. In the published statistics, then, William Rogers accounts for two sailings: one within the total for Danzig skippers, and the other as captain of the only English vessel to pass through the Sound.

The war with France had run its course by the summer of 1546. England’s northern trade began to normalize, and English merchantmen returned to the Baltic. They were few in number, however. The most immediate need was for cereals, but at the urging of his Protestant German allies, Christian III blocked westward grain shipments so that none would reach the dominions of the Emperor. Although six English ships made the voyage that year, and twice as many again in 1547, the absence of customs particulars for this period precludes further comparisons with the toll registers. Instead, a final glimpse of English skippers is offered in an extant ledger compiled by William Watson. In 1546 the king’s agent chartered two large Danzig hulks to carry masts and cables to London, and for both he hired English pilots. One was William Rogers, whose "expenc goowyng to Dansycke," apparently for this express purpose, Watson also paid. Accounts of earlier voyages confirm the use of experienced English mariners aboard Hanseatic merchant ships. The three that sailed from Hull in 1545 with Watson’s lead consignments were guided to Danzig by Richard O11yver, William Welys, and Laurence Thystyll. Welys and Thystyll had come to Hull some months before as masters of English vessels. Richard O11yver had commanded a Newcastle ship passing through the Sound in 1539, and one from Hull the previous year. Upon reaching Danzig safely in the summer of 1545, he and Welys transferred to two other German ships, again as pilots, for the voyage to London. William Rogers, meanwhile, set sail for Newcastle, arriving there in August as "magister" of Thomas Sondaye. Eight months later, having returned to Prussia at Watson’s behest, Rogers served as "lodesman" aboard another Danzig ship that delivered masts, yards, and cables to the royal storehouse at Deptford. Whether the hiring of Englishmen in this capacity was common practice, or affordable only for the likes of Watson, whose business on behalf of the English government was substantial, is open to question. In any event, at this particular juncture, when the volume of English shipping was quite limited, the Anglo-Baltic trade continued to provide employment for veteran English helmsmen.

While English customs records verify the home ports of English ships in the Oresund registers, the Danish sources compliment William Watson’s ledger to establish the port of lading for some of the Hanseatic merchantmen coming to England in the mid-1540s. Masters of Hamburg ships, identified as such in custom accounts for Hull and Newcastle, also appear among the dozens of Hamburg skippers sailing to or from the Baltic via the Sound. No doubt some of these craft, like those from Danzig, were freighted or offloaded in Prussia. This was certainly true of two that Watson sent to England in 1545. The vessel he paid "[Richard] O11yver of Hull" to convey to London was “a good ship of Hambrwght,”
captained by Clewes Lewders. Clearing the Sound later that summer was Dirick van Lyngen, master of another Hamburg ship laden with Watson's "Engelst gotz." Both vessels were freighted at Danzig."

The volume of England's trade in the Baltic region in the second quarter of the sixteenth century is not reflected in aggregate sailings recorded at the Sound. But the Oresund registers do help to illustrate some of the shipping patterns in this sector, insofar as the skippers and provenances listed in them confirm the passage of specific English ships to and from the Baltic. Those provenances are remarkably consistent with the home ports of vessels noted by collectors of *ad valorem* customs and subsidies in England, whose calculations were based on standard values assigned to merchandise other than cloth. Cargo sizes, if not the carrying capacities of the ships, varied greatly. *Nicholas Holland* came home to Dartmouth in 1540 carrying only five lasts of tar and one hundred oars, with a combined value of £7 sterling, but it was not unusual for individual ships to return to England laden with bulk cargo valued at well over £100. ¹⁸ The extant customs particulars also demonstrate that the vessels chartered for voyages to the Baltic did not necessarily operate out of the ports indicated in the Danish sources. Sometimes they did, but in many instances they served other east coast centres. Skippers of London and Newcastle ships often freighted cargo for Yorkshire and Norfolk merchants, and thus helped sustain significant commercial links between those regions and Prussia. In so doing they contributed to the prosperity of ports like Hull and Lynn, where many voyages began and ended. While the early Oresund registers do provide an important statistical basis for an assessment of maritime transport networks, they still require caution in dealing with the listed home ports (see appendix 2).

NOTES

1. John D. Fudge is the author of *Cargoes, Embargoes, and Emissaries: The Commercial and Political Interaction of England and the German Hanse, 1450-1510* (Toronto, 1995), and a number of articles on medieval maritime trade. He resides in Vancouver. An earlier version of this paper was read at the "Merchants and Mariners in the Northern Seas" Conference in Corner Brook, NF, in August 1999.

2. Denmark, Rigsarkivet (RA), Øresunds toldregnskaber, 1536-1547; and N.E. Bang (ed.), *Tabeller over skibsart og Varetransport gennem Øresund 1497-1660* (Copenhagen, 1906-1932), 1, 14-15.


5. PRO, E 122/99/23; and RA, Øresunds toldregnskaber, 1538, 28 and 40.

6. PRO, E 122/99/24 and 26-27; E 122/64/15; RA, Øresunds toldregnskaber, 1539, 35 and 58; and Øresunds toldregnskaber 1541, 16, 21, 23, 26, 37 and 39.

7. PRO, E 122/99/26 and RA, Øresunds toldregnskaber, 1541, 21 and 35.

8. PRO, E 122/99/27; RA, Øresunds toldregnskaber 1542, 22, 32; and *Calendar of the Freemen of Lynn 1292-1836* (Norwich, 1913), 91.

9. Typically: "vor barlaster gaff I nobel" and "vor ladder under c lester gaff 2 nobel."

118.

11. PRO, State Papers (SP), 1/22, ff. 98-104.

12. PRO, E 122/99/24; and RA, Øresunds toldregnskaber, 1539, 35, 37, 56 and 58. The values assigned to goods by English customs collectors were substantially lower than actual retail values.

13. PRO, E 122/99/26; and RA: Øresunds toldregnskaber 1541, 21, 28, 35 and 37.

14. RA, Øresunds toldregnskaber, 1543, 3; Øresunds toldregnskaber, 1544, 24; and Øresunds toldregnskaber, 1545, 41. In the published statistics for 1544 the provenance of the English ship is listed as Lynn.


16. PRO, E 122/109/12; and RA, Øresunds toldregnskaber, 1545, 31.

17. PRO, SP 1/22 ff 98-104; E 122/109/7; and E 122/64/19.

18. Ibid.; and RA, Øresunds toldregnskaber, 1545, 78.

19. PRO, E 122/201/10. Unlike London and the east coast ports, Dartmouth had no tradition of direct trade to the Baltic. Two Dartmouth vessels, the only ones mentioned in any of the registers, made the voyage in 1540. The small cargoes placed in Nicholas Holland suggest a speculative venture that was not repeated.
### Appendix 1

**Some English Ships in the Anglo-Baltic Trade, 1538-1545**

<table>
<thead>
<tr>
<th>Year</th>
<th>Oresund Register Entries</th>
<th>English Customs Entries</th>
<th>Departure and Return</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Master and Provenance</td>
<td>Master and Ship</td>
<td></td>
</tr>
<tr>
<td>1538</td>
<td>Jan Haricksz. aff Nykastel</td>
<td>John Harryson / le Robert de Novo Castro</td>
<td>Departed: Lynn 30 April Returned: Lynn 31 July</td>
</tr>
<tr>
<td></td>
<td>Jan Ilerysz. aff Nykastel</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Robbert Wrentz aff Lunden</td>
<td>Robert Wrenche / le Trinite de Burnham</td>
<td>Returned: Lynn 10 May Returned: Lynn 16 August</td>
</tr>
<tr>
<td></td>
<td>Nichlaus Forster aff Lynde</td>
<td>Nicholas Foster / le Marl Anne de Lenn</td>
<td>Returned: Lynn 6 May Returned: Lynn 30 August</td>
</tr>
<tr>
<td></td>
<td>Nyklaus Foster aff Lund</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1539</td>
<td>Jan de Rossell aff Nykastell</td>
<td>John Rossell / le Crystofer de Newcastell</td>
<td>Returned: Lynn 10 August</td>
</tr>
<tr>
<td></td>
<td>Jan Rossell aff Nykastel</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jan Werell aff Lund</td>
<td>John Werell / le Peter de Lenn</td>
<td>Returned: Lynn 14 May Returned: Lynn 30 July</td>
</tr>
<tr>
<td></td>
<td>Jan Werell aff Lyne</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1540</td>
<td>Jan Koet aff Dortmooen</td>
<td>John Cutte / le Nicholas Holland</td>
<td>Returned: Dartmouth 1 April Returned: Dartmouth 15 July</td>
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<td></td>
<td>Jan Kuth aff Dormoec</td>
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</tr>
<tr>
<td>1541</td>
<td>Robbert Leyl aff Nykastell</td>
<td>Robert Lyell / le James de Newcastell</td>
<td>Returned: Lynn 19 August</td>
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<td></td>
<td>Robbert Leyll aff Nykastell</td>
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</tr>
<tr>
<td></td>
<td>Lowrentz Dowe aff Lunde</td>
<td>Lawrence Doweffe / le Trenyde de London</td>
<td>Returned: Lynn 22 August</td>
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<tr>
<td></td>
<td>Lawrentz Dowe aff Lynde</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Willem Tellier aff Nykastell</td>
<td>William Tayllor / le Kateryn de Newcastell'</td>
<td>Returned: Hull 25 July</td>
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<tr>
<td></td>
<td>Willem Tellier aff Nykastell</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Jan Lawrentz Nykastell</td>
<td>John Lawrence / le Trenytie de Hull</td>
<td>Returned: Hull 22 August</td>
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<tr>
<td></td>
<td>Hans Lawrentze aff Nykastell</td>
<td></td>
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<tr>
<td></td>
<td>Willem Jonge aff Hull</td>
<td>William Yong / le Trenytie de Beverley</td>
<td>Returned: Hull 26 April Returned: Hull 25 July</td>
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<tr>
<td></td>
<td>Willem Jonge aff Hull</td>
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<td></td>
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<tr>
<td></td>
<td>Rotger Benn aff Hull</td>
<td>Roger Bean / le Mathew de Hull</td>
<td>Returned: Hull 22 April Returned: Hull 20 June</td>
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<tr>
<td></td>
<td>Rotger Bren aff Hull</td>
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<td></td>
</tr>
<tr>
<td>1542</td>
<td>Jan Lawrentz aff Lynden</td>
<td>John Laurence / le Anthony de Lynne</td>
<td>Returned: Lynn 13 August</td>
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<tr>
<td></td>
<td>Jan Lawerettez aff Lynde</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Nykolas Faster aff Lynden</td>
<td>Nicholas Foster / le Mary James de Lynne</td>
<td>Returned: Lynn 16 August</td>
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<tr>
<td></td>
<td>Nykollas Faster aff Lynde</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Edmont Komeffort aff Lund</td>
<td>Edmund Camerforthe / le Gregory de Lynne</td>
<td>Returned: Lynn 6 July</td>
</tr>
<tr>
<td></td>
<td>Edmont Komeffort aff Lynde</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1545</td>
<td>Willem Rotker aff Lund</td>
<td>William Rogers / Thomas Sondoye van Danske</td>
<td>Returned: Newcastle 4 August</td>
</tr>
<tr>
<td></td>
<td>Willem Rotgerz aff Danske</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**

1. "Navis William Tayllor voc. Le Mary Kateryn de Newcastell;" "Navis William Taylor voc. Le Kateryn de Newcastell;"
3. "Navis Roger Beame voc. Le Mathew de Hull;" "Navis Roger Bean voc. Le Mathew de Newcastell;"

**Sources:**

1538: PRO, E 122/99/23 [Lynn]; 1539: PRO, E 122/99/24 [Lynn]; 1540: PRO, E 122/201/10 [Dartmouth]; 1541: PRO, E 122/64/15 [Hull] and E 122/99/26 [Lynn]; 1542: PRO, E 122/64/16 [Hull] and E 122/99/27 and 28; and 1545: PRO, E 122/109/12 [Newcastle].
Appendix 2

English Skippers in the Oresund Registers 1536-1547

The numbers within brackets indicate specific page numbers within the registers. The designations "vor brlaster" and "vor ladder" are rendered "ballast" and "laden," while "under c last" is abbreviated to "c last." The tolls are expressed in nobles (n) and gulden (g). So far as possible, entries have been paired to illustrate return voyages.

1536

(11) Robbert Leyl aff Nyekastell. ballast. I n.
(11) Tomas Bekyng aff Nyekastell. ballast. In.
(12) Jan Parett aff Nyekastell. ballast. I n.
(12) Edwort Makswel aff Nyekastell. ballast. I n.
(15) Rytzert Gry aff Nyekastell. ballast. I n.
(15) Jan Rotzell aff Nyekastell. ballast. In.
(16) Jan Klerk aff Nyekastell. ballast. I n.
(16) Jan Krak aff Nyekastell. ballast. In.
(16) Jan Brokers aff Nyekastell. ballast. I n.
(17) Jan Lawrentze aff Nyekastell. ballast. In.
(17) Klaus Kaer aff Nyekastell. ballast. I n.
(19) Jelles Orpett aff Nyekastell. laden. c last. 2n.
(19) Cornelys Lester aff Lunde y England. laden. c last. 2n.
(19) Hans Klerk aff Nyekastell. laden. c last. 2n.
(19) Hans Klerk aff Nyekastell. laden. c last. 2n.
(19) Hans Klerk aff Nyekastell. laden. c last. 2n.
(20) Jan Willekes aff Lynde. laden. c last. 2n.
(20) Robbert Paret aff Nyekastell. laden. c last. 2n.
(21) Jan Willekes aff Lynde. laden. c last. 2n.
(22) Jan Willekes aff Lynde. laden. c last. 2n.
(22) Jan Willekes aff Lynde. laden. c last. 2n.
(23) Jan Willekes aff Lynde. laden. c last. 2n.
(23) Thomas Bell aff Nyekastell. laden. ‘tolffrey’

1537

(8) Rotger de Kessen aff Nykastell. ballast. I n.
(8) Bertyg Hatin aff Nykastell. ballast. I n.
(8) Relies Orpett aff Nykastell. ballast. In.
(8) Edwort Brundo aff Nykastell. ballast. In.
(8) Mawrys Harwy aff Harwik. ballast. I n.
(8) Thomas Melys aff Albing. ballast. I n.
(8) Robbert Leyl aff Nykastell. ballast. I n.
(9) Tomas Samsoen aff Harwik. ballast. I n.
(10) Robbert Wricht aff Nykastell. ballast. In.
(10) Jan Roessel aff Nykastell. ballast. In.
(10) Raff Hardy aff Nykastell. ballast. In.
(11) Robbert Rytzersz. aff Lunden. ballast-30 last 4g.
(12) Jan Sant aff Harwik. ballast. I n.
(13) Hans Linsse aff Lynde. laden. c last. 2n.
(14) Hans Hotzen aff Nyekastell. laden. ‘smaa skiff. 4g.
(15) Hans Linsse aff Lynde. laden. ‘lydz skiff. 4g.
(16) Edmort Persz. aff Nyekastell. laden. c last. 2n.
(17) Edmort Kommerfort aff Lynde. laden. ‘lydz skiff. 4g.
(18) Robbert Leyl aff Nyekastell. laden. c last. 2n.
(18) Robbert Leyl aff Nyekastell. laden. c last. 2n.
(18) Jelles Orpett aff Nykastell. laden. c last. 2n.
(19) Willem Tomesz. aff Nykastell. laden. c last. 2n.
(19) Robbert Braye aff Lynden. laden. c last. 2n.
(19) Hans Linsse aff Lynde. laden. c last. 2n.
(20) Hans Linsse aff Lynde. laden. ‘lydz skiff . 4g.
(20) Robbert Braye aff Lynden. laden. c last. 2n.
(20) Jorys Swynborn aff Jaryck. laden. c last. 2n.
(20) Rytzert Gry aff Nykastell. laden. c last. 2n.
(21) Jan Wessell aff Nykastell. laden. c last. 2n.
(21) Hans Klerk aff Nyekastell. laden. c last. 2n.
(21) Hans Klerk aff Nyekastell. laden. c last. 2n.
(22) Jan Brakers aff Nyekastell. laden. c last. 2n.
(22) Jan Lawrensz. aff Nykastell. laden. c last. 2n.
(22) Nyklaws Kaer aff Nykastell. laden. c last. 2n.
(22) Roesser Dysant aff Nykastell. laden. ‘for gotze’. In.
(23) Cornelys Lester aff Lunde. laden. ‘offer c last’. 3n.
(30) Thomas Bell aff Nyekastell. ‘tolffrey’
(12) Robbert Breë aff Lynde. ballast. In.
(12) Willem Tallier aff Lynde. ballast. l n.
(12) Hary Karswel aff Nykastell. ballast. l n.
(12) Willem Janssz. aff Hull. ballast. l n.
(13) Jan Kort aff Huell. ballast. In.
(13) Rytzert Tallier aff Hwel. ballast. l n.
(13) Rotger Ben aff Brickelss. ballast. In.
(13) Jan Dyrtick aff Nykastell. ballast. In.
(13) Robbert Ateskes. aff Nykastel. ballast. In.
(13) Tomas Sramber aff Lundun. ballast. l n.
(13) Robbert Persz. aff Nykastell. ballast. l n.
(13) Robbert Ragto aff Skarborg. ballast. l n.
(14) Tomas Brum aff Holl. ballast. l n.
(14) Peter Olde aff Harwitz. ballast. l n.
(14) Jan Boyan aff Nykastell. ballast. l n.
(14) Jan Peck aff Lundun. ballast. l n.
(14) Rytzert Woob aff Lundun. ballast. In.
(14) Jan Jeter aff Lundun. ballast. l n.
(14) Rotger Hamsto aff Lundun. ballast. l n.
(14) Jan Lawres aff Nykastell. ballast. l n.
(14) Tomas Arzter aff Lunde. ballast. l n.
(14) Robbert Leyl aff Nykastell. ballast. l n.
(14) Tomas Bakster aff Nykastell. ballast. l n.
(15) Jan Klerk aff Nykastell. ballast. l n.
(15) Jan Brokers aff Nykastell. ballast. l n.
(15) Tomas Bakster aff Nykastell. ballast. In.

1538
(18) Jan Willekesz. aff Nykastell. ballast. l n
(18) Jan Borle aff Lundun. ballast. l n.
(19) Jan Klerek aff Nykastell. ballast. l n.
(20) Jan Brackers aff Nykastell y England. ballast. l n.
(20) Rotger Dickensz. aff Nykastell. ballast. l n.
(20) Tomas Bruns aff Huol y England. ballast. l n.
(20) Peter Palme aff Lundun. ballast. l n.
(21) Jorgers Korkim aff Lundun. ballast. In.
(22) Robbert Bruns aff Lundun y England. ballast. l n.
(22) Edwnt Peresz. aff Nykastell. ballast. In.
(23) Nichlaus Forster aff Lynde. ballast. l n.
(23) Jan Laurens aff Nykastell. ballast. l n.
(23) Jeles Orpot aff Nykastell. ballast. l n.
(24) Willem Capellin aff Lynde. ballast. l n.
(24) Robbert Werdaw aff Harwick. ballast. l n.
(24) Willem Stoen aff Lundun. ballast. l n.
(25) Robbert Loeb aff Nykastell. ballast. l n.
(26) Raff Herdy aff Nykastell. ballast. l n.
(26) Rotger Ateskes. aff Nykastell. ballast. l n.
(27) Eddert Macksoen aff Nykastell. ballast. l n.

1539
(20) Jan Brum aff Nykastell. ballast. In.
(21) Jorys Korwitz aff Lundun. ballast. l n.
(21) Jan Burly aff Lunde. ballast. In.
(22) Rotger Olyfer aff Nykastell. ballast. l n.
(23) Tomas Hugy aff Lundun. ballast. In.
(23) Jan de Rossell aff Nykastell. ballast. In.
(26) Robbert Breë aff Lynden. laden. c last. 2n.
(26) Willem Tellyer aff Lynde. laden. c last. 2n.
(27) Hary Kerswel aff Nykastell. laden. c last. 2n.
(27) Willem Jansz. aff Holf. laden. c last. 2n.
(28) Jan Kort aff Huell. laden. c last. 2n.
(28) Rytzert Tallie aff Holf. laden. c last. 2n.
(28) Rotger Ben aff Brickelss. laden. c last. 2n.
(28) Edwrt Makswel aff Nykastell. laden. c last. 2n.
(29) Jan Dirrickesz. aff Nykastell. laden. c last. 2n.
(29) Robbert Ateskes. aff Nykastell. laden. c last. 2n.
(29) Tomas Sramber aff Lundun. laden. 'l boyert'. 4g.
(29) Tomas Oxford aff Lundun. laden. c last. 2n.
(30) Robbert Persz. aff Nykastell. laden. c last. 2n.
(30) Robbert Racton aff Skarmborg. laden. c last. 2n.
(30) Tomas Brum aff Holl. laden. c last. 2n.
(31) Peter Alde aff Harwitz. laden. c last. 2n.
(31) Jan Burly aff Nykastell. laden. c last. 2n.
(32) Willem Stewn aff Lunden. laden. c last. 2n.
(32) Robbert Werde aff Harwitz. laden. c last. 2n.
(33) Willem Stoen aff Lundun. laden. c last. 2n.
(33) Thomas Bruns aff Holf. laden. c last. 2n.
(34) Peter Pames aff Lundun. laden. c last. 2n.
(34) Hans Lawretze aff Nykastell. laden. c last. 2n.
(35) Tomas Tertr[en] aff Vyps. laden. 'l pineke', 4g.
(35) Jan Herzs. aff Nykastell. laden. c last. 2n.
(36) Robbert Wrentz aff Lundun. laden. c last. 2n.
(36) Edwnt Peresz. aff Nykastell. laden. c last. 2n.
(36) Thomas Bruns aff Holf. laden. c last. 2n.
(37) Hans Lawretze aff Nykastell. laden. c last. 2n.
(37) Jan Herysz. aff Nykastell. laden. c last. 2n.
(38) Tomas Tertr[en] aff Vyps. laden. 'l pineke', 4g.
(39) Jan Borle aff Lundun. laden. c last. 2n.
(39) Jan Klerick aff Nykastell. laden. c last. 2n.
(39) Jan Brookers aff Nykastell. laden. c last. 2n.
(40) Laurys Dissels aff Jorcck y England. laden. c last. 2n.
(40) Rotger Dikesz. aff Nykastell. laden. c last. 2n.
(41) Hans Lawretze aff Nykastell. laden. c last. 2n.
(41) Willem Capellin aff Lundun. laden. c last. 2n.
(42) Hans Lawretze aff Nykastell. laden. c last. 2n.
(42) Willem Stoen aff Lundun. laden. c last. 2n.
(43) Willem Tellyer aff Lynde. laden. c last. 2n.
(43) Hans Kerswel aff Nykastell. laden. c last. 2n.
(44) Hans Klere aff Nykastell. laden. c last. 2n.
(44) Lews Pendarff aff Holf. laden. 'l pineke'. 4g.
(44) Jan Brocker aff Nykastell. laden. c last. 2n.
English Shipping in the Baltic Trade, 1536-1547

(1) Thomas Huggyn aff Lunde. ballast. 1 n.
(2) Jaen Tellier aff Harwitz. ballast. 1 n.
(3) Willem Feddert aff Nykastell. ballast. 1 n.
(4) Jorys Tornestoen aff Lunde. ballast. In.
(5) Lowrentz Dowe aff Lunde. ballast. 1 n.
(6) Jan Burley aff Lunden. ballast. 1 n.
(7) Willem Tellier aff Nykastell. ballast. I n.
(8) Jan Klerk aff Nykastell. ballast. In.
(9) Jorys Hotssz. aff Nykastell. ballast. 1 n.
(10) Willem Patz aff Ypsys. laden. '1 lydz skiff'. 4g.
(11) Jemps Ade aff Lund. laden. '1 boyt'. 4g.
(12) Jan Lawretz aff Nykastell. ballast. 1 n.
(13) Jan Klack aff Lund. ballast. I n.
(14) John Klack aff Nykastell. laden. 1 n.
(15) Jan Klok aff Nykastell. laden. c last. 2n.
(18) Jan Kans aff Lund. ballast. I n.
(19) Jan Peck aff Lund. laden. c last. 2n.
(20) Jan Holk aff Lund. laden. In.
(22) Edmont Hallak aff Lynde. laden. In.
(23) Tomas Asby aff Lynde. ballast. I n.
(26) Robbert Staae aff Lund. laden. c last. 2n.
(27) Willem Kastrell aff Lynd. laden. c last. 2n.
(28) Willem Hary aff Lynd. laden. c last. 2n.
(29) Willem Klack aff Lynd. laden. c last. 2n.
(30) Willem Morem aff Lund. laden. c last. 2n.

1540
(2) Jan Willeskesz. aff Nykastell. ballast. I n.
(3) Willem Willekesz. aff Nykastell. ballast. 1 n.
(4) Robbert Tamesz. aff Nykastell. laden. c last. 2n.
(6) Willem Willekesz. aff Nykastell. laden. c last. 2n.
(7) Robbert Leyll aff Lunde. laden. In.
(8) Willem Patz aff Ypsys. laden. c last. 2n.
(9) Jorys Hotssz. aff Nykastell. laden. c last. 2n.
(10) Robbert Willekesz. aff Nykastell. laden. c last. 2n.
(11) Hans Lawrentze aff Nykastell. laden. c last. 2n.
(12) Jan Willekesz. aff Nykastell. laden. c last. 2n.
(13) Jorys Tornestoen aff Lunde. laden. c last. 2n.
(14) Robbert Willekesz. aff Nykastell. laden. c last. 2n.
(15) Jan Peck aff Lund. laden. c last. 2n.
(16) Jan Holk aff Lund. laden. c last. 2n.
(17) Jan Kuth aff Dortmoo. laden. c last. 2n.
(18) Jan Willekesz. aff Nykastell. laden. c last. 2n.
(19) Hans Lawrentze aff Nykastell. laden. c last. 2n.
(20) Jan Klerck aff Nykastell. laden. c last. 2n.

1541
(2) Jan Willeskesz. aff Nykastell. ballast. I n.
(3) Willem Willekesz. aff Nykastell. ballast. 1 n.
(4) Robbert Tamesz. aff Nykastell. ballast. I n.
(5) Robbert Lab aff Lund. laden. In.
(6) Rotger Benn aff Hull. ballast. In.
(7) Jan Klerck aff Nykastell. ballast. In.
(9) Robbert Warda aff Lunde. ballast. I n.
(10) Robbert Leyll aff Nykastell. ballast. I n.
(11) Lawrentz Dowe aff Lunde. ballast. I n.
(13) Jan Lawretz aff Nykastell. ballast. I n.
(15) Jemps Ade aff Lund. laden. '1 boyt'. 4g.
(20) Jorgen Hotsz. aff Nykastell. laden. c last. 2n.
(21) Robbert Leyll aff Nykastell. laden. c last. 2n.
(22) Robbert Tamesz. aff Nykastell. laden. c last. 2n.
(23) Robbert Lab aff Lund. laden. c last. 2n.
(24) Rotger Bren aff Hull. laden. c last. 2n.
(25) Jan Klerck aff Nykastell. laden. c last. 2n.
(26) Willem Tellier aff Nykastell. laden. c last. 2n.
(27) Willem Kastrell aff Lunde. laden. c last. 2n.
(28) Willem Warda aff Lund. laden. c last. 2n.
(29) Willem Looks aff Lund. laden. c last. 2n.
(30) Willem Morem aff Lund. laden. c last. 2n.

1542
(2) Jan Hauke aff Harwitz. laden. I n.
(3) Robbert Willekesz. aff Nykastell. laden. c last. 2n.
(4) Marzty Harwitz aff Harwik. laden. I n.
(5) Willem Fodaraff Nykastell. laden. c last. 2n.
(6) Jan Tilre aff Harwitz. laden. c last. 2n.
(7) Robbert Atkisz. aff Lunde. laden. c last. 2n.
(8) Tomas Huggyn aff Lunde. laden. c last. 2n.
(15) Robbert Tomasaff Nykastell. ballast. 1 n.
(17) Tomas Saffort aff Nykaestell. ballast. 1 n.
(17) Jan Kleraff Nykaestell. ballast. In.
(18) Jan Willekesaff Nykastell. ballast. In.
(18) Robbert Willekesaff Nykastell. ballast. In.
(18) Jorgi Hotkesaff Nykastell. ballast. 1 n.
(18) Jorgi Swynbartaaff Nykastell. ballast. 1 n.
(18) Robbert Nyelssaff Nykastell. ballast. In.
(18) Robbert Perszaff Nykastell. ballast. In.
(18) Robbert Mester aff Nykaestell. ballast. 1 n.
(20) Willem Peksauff Lunden. ballast. In.
(20) Jan Gryaff Barwik. ballast. In.
(20) Jan Kleraff Nykastell. ballast. In.
(20) Willem Kaffer aff Nykaestell. ballast. In.
(20) Jan Hatonauff Nykaestell. ballast. In.
(21) Jan Dirick aff Nykaestell. ballast. 1 n.
(22) Edmont Komefferaff Lund. ballast. In.
(22) Robbert Wardae aff Ypsik. ballast. 1 n.
(22) Willem Maryneraff Nykaestell. ballast. 1 n.
(23) Jan Hawkenaff Nykaestell. ballast. In.
(23) Jan Hawkenaff Lunden. ballast. In.
(23) Jan Gryaff Barwik. ballast. In.
(23) Nykollas Fasteraff Lynde. ballast. In.
(23) Jan Lawrenzeaff Lunden. ballast. 1 n.
(30) Willem RotgertsauffDanske. laden. fremz gotz'. 2n.
(31) Willem RotgertsauffDanske. laden. fremz gotz'. 2n.
(30) Jorys Hotketzeaff Nykaestell. laden. c last. 2n.
(30) Jan Kleraff Nykaestell. laden. c last. 2n.
(30) Jorys Swybornaff Nykaestell. laden. c last. 2n.
(30) Robbert Perszaff Nykastell. laden. c last. 2n.
(32) Willem Nycszaff Nykaestell. laden. c last. 2n.
(32) Jorys Swybornaff Nykaestell. laden. c last. 2n.
(32) Robbert Mesteraff Lunden. laden. c last. 2n.
(33) Willem Maryneraff Lund. laden. c last. 2n.
(33) Robbert Perszaff Nykastell. laden. c last. 2n.
(34) Jan Gryaff England. laden. lydz skiff'. 4g.
(34) Nykollas Fasteraff Lynde. laden. c last. 2n.
(34) Jan Lawerettzaff Lynde. laden. c last. 2n.
(34) Thomas Asbyaff Jarmoe. laden. c last. 2n.
(34) Edwort Machssoenaff Lunden. laden. c last. 2n.
(37) Willem Rotgertsauff Danske. laden. fremz gotz'. 2n.
(38) Willem RotgertsauffDanske. laden. fremz gotz'. 2n.
(38) Jorys Hotketzeaff Nykaestell. laden. c last. 2n.
(38) Jorys Hotketzeaff Nykaestell. laden. c last. 2n.
(38) Loys Pendresaff Nykaestell. laden. c last. 2n.
(39) Robbert Perszaff Nykaestell. laden. c last. 2n.
(39) Robbert Mesteraff Nykaestell. laden. c last. 2n.
(39) Thomas Asbyaff Jarmoen. laden. c last. 2n.
(39) Jan Haukenaff Harwitz. laden. c last. 2n.
(39) Robbert Perszaff Nykaestell. laden. c last. 2n.
(40) Jan Kleraff Nykaestell. laden. c last. 2n.
(40) Jan Dirickaff Nykaestell. laden. c last. 2n.
(40) Willem RotgertsauffDanske. laden. fremz gotz'. 2n.
(41) Willem Rotkerauff Lund. ballast. In.
(42) Jan Hatonauff Nykaestell. laden. c last. 2n.
(42) Willem Kafferaff Nykastell. laden. c last. 2n.
(42) Robbert Wardaaff Lynde. laden. c last. 2n.
(42) Jorys Hotketzeaff Nykaestell. laden. c last. 2n.
(42) Jorys Hotketzeaff Nykaestell. laden. c last. 2n.
(42) Aryan Doggersaff Lund. laden. c last. 2n.
(46) Tomas Kraurtrinauff Lunden. laden. c last. 2n.
(42) Robbert Wardaaff Lynde. laden. c last. 2n.
(42) Rytzer Webbeaff Lund. laden. c last. 2n.
(42) Robbert Wardaaff Lynde. laden. c last. 2n.
(42) Jorys Hotketzeaff Nykaestell. laden. c last. 2n.
(42) Willem Marynaff Lynde. laden. c last. 2n.
(42) Jan Dirickaff Nykaestell. laden. c last. 2n.
(42) Jan Dirickaff Nykaestell. laden. c last. 2n.
(42) Robbert Wardaaff Lynde. laden. c last. 2n.
(42) Robbert Wardaaff Lynde. laden. c last. 2n.