

THE TRADE OF SOUTHAMPTON 1448-9

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ABSTRACT

In the middle of the 15th century, customs and other tolls were collected by three officials in Southampton, the Royal Customers, the Broker at Bargate and the Bailiff in the port. For the year 1448-9 the records of the Royal Customers and the Bargate Broker are complete. The port Bailiff kept two books, the Liber Alienigenus and the Liber Communis. The latter, which recorded local coastal trade, is missing for the year in question. This paper will show how a close reading of the three documents generated by these officials can reveal the inter-relationship which existed between the accounts, and demonstrate what can be deduced from one, when others (as usual) are missing. It will show how, by comparing data, it is possible to reveal the under-recording of commodities and suggest reasons for omissions. An earlier article (Harwood 1998) used the same documents to show the customs system at work in mid-15th century Southampton.

INTRODUCTION

The research for this paper was based on the Brokage, Customs and Port books 1448-9, which were edited by E A Lewis in 1993 for the Southampton Records Series. In combining information from these three sources for the same year (see Appendix for summary) it embarked on work which had never previously been undertaken. The computer which, according to Greenstein (1994, 6), has become an essential item in the historian's tool-kit, proved invaluable in creating charts and tables necessary to this study. As Floud (1973, 51) suggested, their production in the preparatory stages of this work helped to indicate areas which warranted further investigation. Each chart or table represents long hours collating informa-

tion, adding and checking figures. A single commodity in the Port Book could be represented by as many as twenty entries found interspersed between other goods and on different days. Goods have been quantified under common measure; to avoid errors and for clarity, weights, measures and currency used in the original documents have been deliberately retained. For example, tolls were paid in pence (d) of which there were 12 in a shilling (s), 240 in £1. Weights and measures changed according to the commodities; for example, wax was entered in bales and butts whereas oil was recorded in barrels, hogsheads and pipes, woad in balletts or half-bales, and cotton in nets of variable weight. Occasions arose when it was necessary to estimate weight according to the amount of custom paid.

Background

In the middle of the 15th century Southampton was a well organised port and a major distribution centre. A single-masted ship with a steerage oar was chosen for the emblem of the early town seal and serves to illustrate the importance of shipping to Southampton.

Boats and ships from France, the Low Countries, Portugal and Spain joined others from more local destinations and helped to portray Southampton as an active and busy port. But it was the shipping from Italy and, in the context of this article, the carracks from Genoa in particular, which were to have such an impact on it. However, the convenient location of the Channel port, which made Southampton so attractive to foreign shipping, was also the reason for considerable disruption during the century preceding this study.

It was in 1337 that prolonged hostilities started between England and France, later to become

known as the Hundred Years War. For nearly a century Southampton's trading links were severely disrupted as the port became involved in the provision of ships, the mustering of troops, and suffered from threats of invasion such as the particularly damaging one in 1338 by the French and Genoese fleet. Warfare in the Channel, a devastating attack of plague in 1348-49, and a continuous programme of building town walls and strengthening the defences, placed a considerable burden on the community. Years of crises were punctuated by brief periods of recovery; for instance, relative peace in 1445 followed the marriage of Henry VI to Margaret of Anjou, but active fighting resumed again in France in the summer of 1449. Thus the documents under analysis (1448-49) were written in the context of reasonable normality.

The Genoese were the first Italians to send ships to England. Carrying alum, their first regular visits were *c.* 1298 (Fryde 1983, 293), and evidence suggests that wool was being taken out of Southampton by them in the first decade of the 14th century (Fryde 1983, 298). In 1351-2 Genoese merchants exported 1097 sacks of wool from Southampton to compensate for losses which they had 'suffered at the hands of Englishmen' (Fryde 1983, 303). In 1405, while Genoa was in French hands (1401-09), the English seized Genoese ships and goods in England and Sluys (Flanders), which resulted in a break in trade which was not resumed until 1409. After the official peace and commercial treaty of 1421, Genoese vessels returned to the port (Platt 1973, 153), and between 1421 and 1458 an average of ten or eleven Genoese carracks came to Southampton each year (Ruddock 1951, 61).

SOUTHAMPTON: 15th-century port and distribution centre

The Genoese feature largely in the records of 1448-49 (Lewis, 1993). Southampton trade was based on the exchange of primary products. Wool and cloth left the port, while dyes and chemicals for the woollen industry were brought in. Southampton was not the only port through which alum and dyes entered England, but it was the port

which attracted the bulk of the Genoese trade (Fryde 1983, 319).

While galleys from Florence and Venice preferred to sail direct to London, the bulky and less manoeuvrable Genoese carracks favoured Southampton for several reasons. The south coast port offered good harbour facilities, the Isle of Wight provided a sheltered anchorage and the double high tides assisted a safe passage into harbour. In addition there was a good overland route to London enabling Southampton to act as an outpost for the capital, and an ideally located outlet for the English woollen industry of the South West. Tin, useful ballast in a wool cargo, could be shipped easily from Devon and Cornwall to the Hampshire port. For these reasons, Genoese carracks arrived in Southampton laden with, for example, fruit and wine from the Mediterranean, armour, paper and silks from Italy, and spices from the East.

The image which emerges from the documents is that of a well organised port. Whereas smaller boats and ships, having paid wharfage dues, went alongside and their cargoes were either man-handled or lifted by the town crane onto the jetty, the carracks, too large to go alongside, paid anchorage and were unloaded by lighters which ferried the goods ashore. Once unloaded, the carracks often sailed on to the Low Countries returning with cargoes typical of the northern regions, felt hats, linen and skins from the Baltic (see Table 9). Again, these were brought ashore before huge consignments of cloth and wool as well as pewter, were loaded into the Italian holds for their homeward voyage.

While Southampton had little industry of its own, shipping demanded that the town should play an active role in the provision of support services. For instance, the Brokage Book records the arrival of two wains from Bridport in October 1448 bringing cables and cords for the carrack 'Janne' (Lewis 1993, 92). The records show rope, canvas and bitumen, all needed for the maintenance and repair of ships, coming frequently into the port. However, of greater significance was the role which Southampton played in the distribution of goods.

The documents depict Southampton as a sorting house for a wide-reaching inland distributive trade, which extended from Exeter in the west,

Leicester in the north and London in the east (Table 1). Locally Southampton acted as a market for neighbouring Hampshire villages. It catered within its hinterland for the ecclesiastical and cloth producing centres of Romsey, Salisbury and Winchester, as well as other more distant cloth producing areas such as Coventry and Gloucester. Fish and wine, and, on occasion, marble and tombstones, were among the commodities which were trundled at frequent intervals to the religious institutions of Winchester. Carters frequently took goods to Romsey, the home of one of the most important Benedictine nunneries in the country. It was in Romsey that the Genoese employed local craftsmen to full, dye and mend finished cloth (Fryde 1983, 353), both English and Flemish in origin, which then returned to Southampton for export. But it was to Salisbury, some 25 miles from the port, that the majority of carts made their way. Salisbury was not only an ecclesiastical and cloth producing centre, but, like Southampton, it redistributed goods to places further afield, such as Frome and Taunton.

It is against this background of Southampton as a port and major distribution centre that specific reference is made to the Brokage Book, Customs Book and Port Book for 1448–49.

The Influence of Shipping on Overland Trade from Southampton

This section will examine and compare the dates that appear in the records in relation to when carracks were in port. It will show how the Brokage Book, which did not record shipping, can reveal the presence of Italian carracks in Southampton and the bearing they had on the volume of traffic passing out through Bargate.

The Customs Account and Port Book record the dates when ships entered and left port. From these two sources a table has been made, indicating the arrival and departure dates of carracks (Table 2). The Port Book records the date of entry of a carrack and subsequent dates when lighters brought goods to the quayside. The text then reverts to the entry date of another carrack, which may have been several weeks earlier. Royal officials noted the date of entry of the vessel in the Customs Book and under it listed total quantities

of commodities, attributing them to the individual owners of goods. It appears that while the water bailiff noted down the commodities as and when they reached the shore, royal customers adopted a stricter discipline. According to Cobb (1961, lvii), an order of the Royal Council required that the names of merchants, quantity and value of goods were entered into books 'before the goods leaving the realm be put in ships and vessels and goods entering be put out of ships and vessels ... under pain of forfeiture'.

Possible human error combined with the different methods of dating entries are both represented in Table 2. The Customs Book does not show any entries until 31 December 1448 and therefore does not take account of the five carracks which arrived between Michaelmas and the end of the year. It is seen that lighters took from 2 January until 30 January to offload the cargo which Nichus Gentyle brought with him. Royal customers, however, show the same carrack entering on 31 December and leaving on 9 January, probably in the company of Raphaell Imbron who, according to the Customs Account, left on the same date.

According to the Port Book, Balthasar de Aurea entered on 28 January 1449 and left on 31 January and then left again on 24 March, but there is no indication that he re-entered between those dates. The Customs Book records him entering on 28 February and leaving on 22 March. Do these two entries refer to the same visit? In the next section the cargoes which some of the carracks carried will be compared and may help to throw more light on this example.

The bailiff and the royal customers agree almost entirely in their dates for Canull and Marinis and, to a reasonable extent, Aurea, Gentyle and Imbron. There are no entries in the Port Book between 1 February and 4 April 1449 despite no evidence of a break in pagination (Lewis 1993, viii). There is, however, a reference, out of sequence, to the departure of Balthasar de Aurea on 24 March (Lewis 1993, 56). The Customs Book records only boats and no carracks arriving in April, thus supporting the lack of entries in the Port Book during that month. According to the table, the only carrack in port in April was that of Balthasar de Aurea. It is possible that this carrack was lying at anchor or under going repair.

Table 1 Number of carts leaving Southampton for specific destinations, Michaelmas 1448-Michaelmas 1449. Destinations are denoted in present-day counties (January 1996).

Abingdon	Oxon	10	Leicester	Leics	1
Alresford	Hants	9	London	Gt Lon	298
Alton	Hants	22	Longparish	Hants	1
Andover	Hants	34	Ludgershall	Wilts	9
Basingstoke	Hants	5	Marlborough	Wilts	2
Beaulieu	Hants	4	Mells	Som	1
Bentham	Gloucs	1	Michelmersh	Hants	1
Bishop's Waltham	Hants	5	Newbury	Berks	30
Bishopstoke	Hants	1	Northleach	Gloucs	1
Blandford	Dorset	2	Odiham	Hants	2
Bristol	Avon	21	Oxford	Oxon	23
Bruton	Som	1	Reading	Berks	6
Burford	Oxon	8	Ringwood	Hants	11
Chipping Norton	Oxon	6	Romsey	Hants	147
Cirencester	Gloucs	4	Salisbury	Wilts	603
Coventry	Warwicks	27	Sandwich	Kent	4
Cranborne	Dorset	1	Shaftesbury	Dorset	2
Crawley	Hants	2	Shepton Mallet	Som	2
Damerham	Hants	2	Sherborne	Dorset	6
Deddington	Oxon	2	Sherfield	Hants	2
Deptford	Gt Lon	2	Southcote	Berks	2
Devizes	Wilts	1	Southwick	Hants	2
Evesham	Worcs	6	Staines	Surrey	2
Fareham	Hants	2	Stockbridge	Hants	1
Faringdon	Oxon	1	Stoneham	Hants	1
Farnham	Surrey or Dorset	9	Tewkesbury	Gloucs	2
Fordingbridge	Hants	7	Twyford	Hants	1
Frome	Som	8	Wallingford	Berks	1
Glastonbury	Som	1	Wantage	Berks	2
Gloucester	Gloucs	20	Weyhill Fair?	Hants	1
Guildford	Surrey	8	Wickham	Hants	1
Hendred	Oxon	1	Wilton	Wilts	37
Henley	Oxon	3	Wimborne	Dorset	4
Hereford	Heref	7	Winchester	Hants	443
Heytesbury	Wilts	1	Wokingham	Berks	3
Highworth	Wilts	3	Wootton-under-Edge	Gloucs	6
Hungerford	Berks	6	Worcester	Worcs	5
Hursley	Hants	3	Empty/destination unknown		54

† 2 carts which went to Southcote also visited Cole-Juxta-Reading

Table 2 Carracks entering and leaving port, 1448–9

<i>Carrack/Patron</i>	<i>Customs Book</i>		<i>Port Book</i>	
Balthasar de Aurea	IN	*	IN	30 Sept 1448
	OUT	*	OUT	3 Oct 1448
	IN	*	IN	3 Oct 1448
	OUT	*	OUT	–
Mauricii Cattaneo	IN	*	IN	–
	OUT	*	OUT	After Feast of St Michael 1448
Gregorii Stella	IN	*	IN	After Feast of St Michael 1448
	OUT	*	OUT	After Feast of St Michael 1448
Napolyn Lomelyn	IN	*	IN	11 Nov 1448
	OUT	*	OUT	14 Dec 1448
Cosme Dentuty	IN	*	IN	2 Dec 1448
	OUT	*	OUT	14 Dec 1448
Nichus Gentyle	IN	31 Dec 1448	IN	2 Jan 1449
	OUT	9 Jan 1449	OUT	30 Jan 1449
Raphaell Imbron	IN	7 Jan 1449	IN	6 Jan 1449
	OUT	9 Jan 1449	OUT	29 Jan 1449
	IN	31 Jan 1449		
Cristoforus Salego	IN	–	IN	31 Jan 1449
	OUT	–	OUT	–
Napolyn Lomelyn	IN	9 Jan 1449	IN	–
	OUT	22 Jan 1449	OUT	–
Balthasar de Aurea	IN	–	IN	28 Jan 1449
	OUT	22 Jan 1449	OUT	31 Jan 1449
	IN	28 Feb 1449	IN	–
	OUT	22 Mar 1449	OUT	24 Mar 1449
	IN	–	IN	5 Apr 1449
	OUT	9 May 1449	OUT	–
John de Marinis	IN	4 Jun 1449	IN	5 Jun 1449
	OUT	–	OUT	–
	IN	26 Sept 1449	IN	26 Sept 1449
	OUT	–	OUT	–
Dominiko Canull	IN	5 Aug 1449	IN	5 Aug 1449
	OUT	–	OUT	19 Sept 1449
Baptrst de Frasisko	IN	–	IN	26 Sept 1449
	OUT	–	OUT	–

* Document does not begin until 31 Dec 1448

The Brokage Book makes no reference to the dates when carracks arrived or sailed, or indeed to any other shipping; but, by recording the number of carts and packhorses entering and leaving the town, it can indicate peak and slack trading patterns. Since all carts paid pontage, it has been possible to produce a week by week chart showing the number of carts passing through Bargate. It seems reasonable to assume that the carracks laden with goods had some bearing on the volume of traffic which passed out through Bargate. Fig. 1 shows the number of carts which left the town throughout the year. Weeks 13, 14, 31, 34, 35, and 36 were particularly quiet, while weeks 16 to 26 were exceptionally busy. That weeks 13 and 14 were quiet is hardly surprising, this was the Christmas period and no trading took place on Christmas Day nor on the following four days. Carts started moving again on 30 December but work stopped again on New Year's Day, a Tuesday. There was no carrack in port during week 13. Customers record Gentyle as arriving on 31 December but the Port Book gives his arrival as 2 January. Possibly he anchored awaiting lighters which did not resume work until 2 January, in keeping with the carters at Bargate. Weeks 28, 29 and 31 were quiet, but again a religious festival accounts for this. Week 28 was Holy Week and no trade took place on Friday 11, Saturday 12 or Sunday 13 April, while week 29 shows no trade taking place at Bargate after Easter, on Monday 14, Tuesday 15 and Wednesday 16 April. Week 30 however, shows that trade had resumed again with a larger number of carts entering than for many weeks; twelve with cloth, presumably for the carrack of Balthasar de Aurea which had been loading with cloth, skins, tin and pewter through weeks 28 to 32.

What of the busy weeks 16 to 26? Can carracks account for the increased volume of trade? A second graph (Fig. 2) showing the number of carts leaving the port for London, has been produced. Luxury goods from the carracks were sent to the capital. Examining weeks 16 to 26 on the graph, it is seen that weeks 16 to 19 inclusive were busy, as was week 23. With the exception of week 19, all were weeks when a carrack was in port. But what can account for the large numbers of carts leaving Southampton during weeks 20 to 22 inclusive? Fig. 2 shows that only a few were going to Lon-

don. Customers recorded the carrack of Balthasar de Aurea arriving in week 22. However, the cargo suggests that this was the same carrack that the Port Book showed arriving one month earlier. There are no entries in the Port Book for week 22. Even if Aurea did arrive in week 22 and not in week 18, what accounts for the increased volume of trade in weeks 20 to 21? Also, it is seen that from week 19 fish starts to feature in the Brokage Book summaries. During Lent, the number of entries which concern fish give an impression of the amount that was being taken to various destinations, particularly the religious houses. Table 3 verifies the amount of fish leaving through Bargate, according to the Brokage Book, in weeks 21 and 22 while indicating the total lack of entries for fish in the Port Book. Fish must have loomed large in the Liber Communis at this time. This provides an example of how the Brokage Book can partly compensate for the missing Local Port Book.

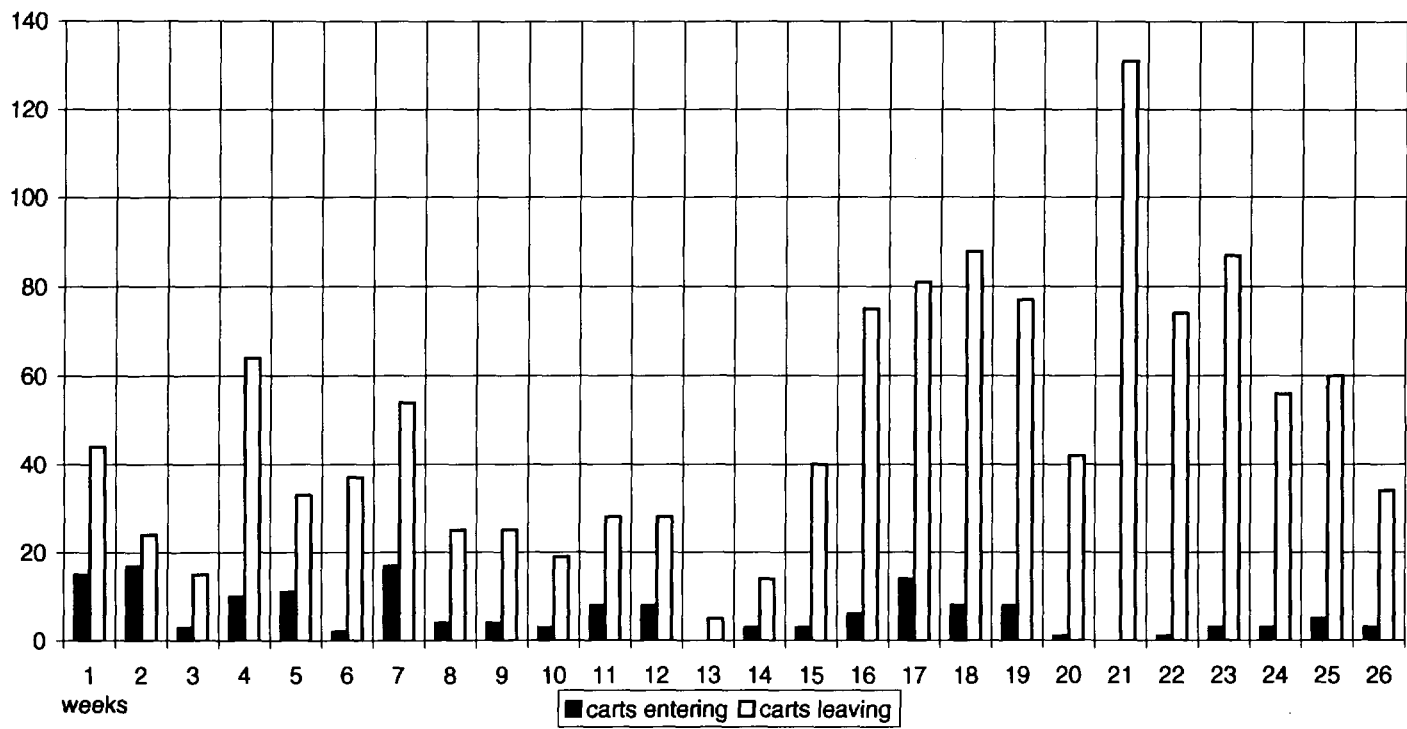
COMPARISON OF CARGOES: *the value of combining information from more than one source*

This section compares the records of the royal customers with the records of the water bailiff and concerns the cargoes of six carracks. Tables have been drawn up showing commodities and quantities. In some cases there are strong similarities and small differences, but at other times a commodity has been completely omitted from one text. By comparing cargoes in this way it is possible to show the limitations that exist when using only one source, and the wider benefits which are gained from using, in this case, two.

Nichus Gentyle (Table 4)

For some differences there are answers, others are less easy to account for but they help to illustrate the different factors that impinged on the collection of local and national customs.

The dates of entry and quantity of cargo, as shown by the Port Book (Fig. 3) and Customs Account, correspond sufficiently well to conclude that accounts of the same cargo are being compared. Such comparisons must always take into



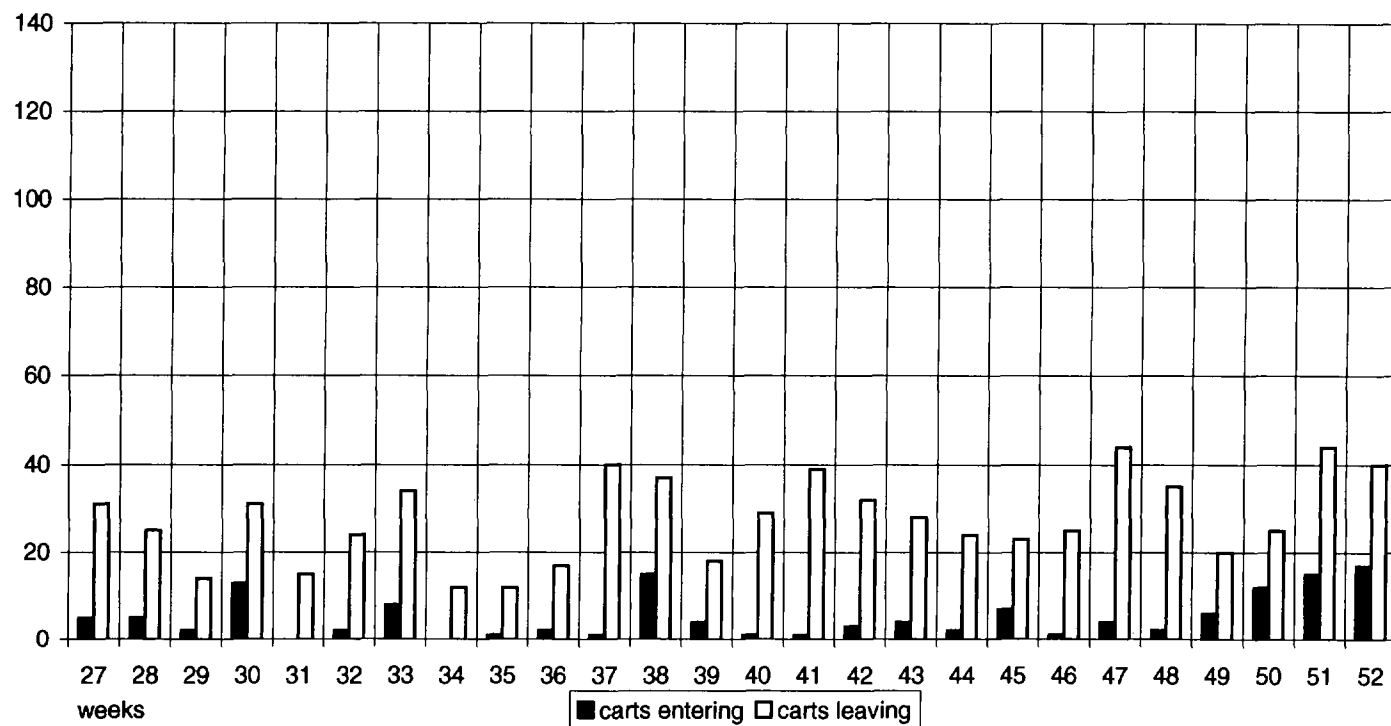
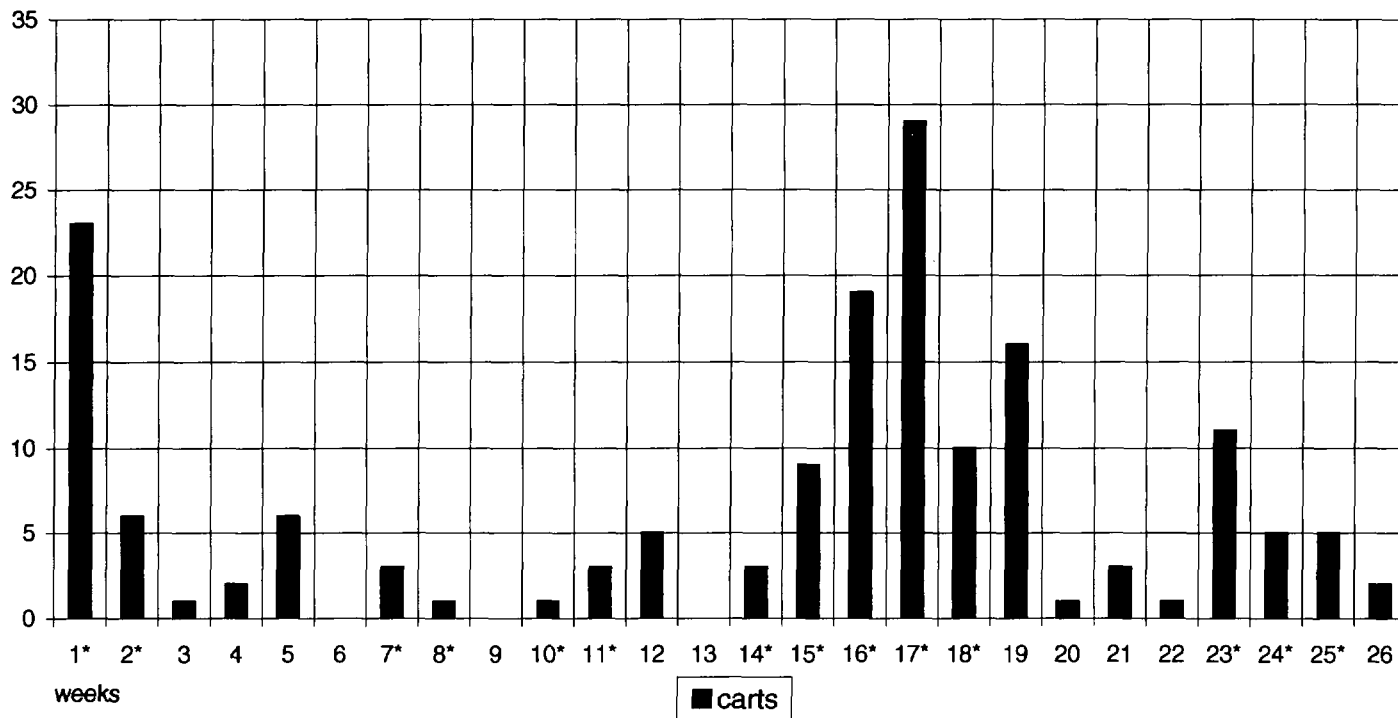


Fig. 1 Carts entering/leaving Southampton 1448-9

Carts leaving Southampton for London - weeks 1 - 26 (30 Sept 1448 - 30 Mar 1449)
***denotes week when carrack in port**



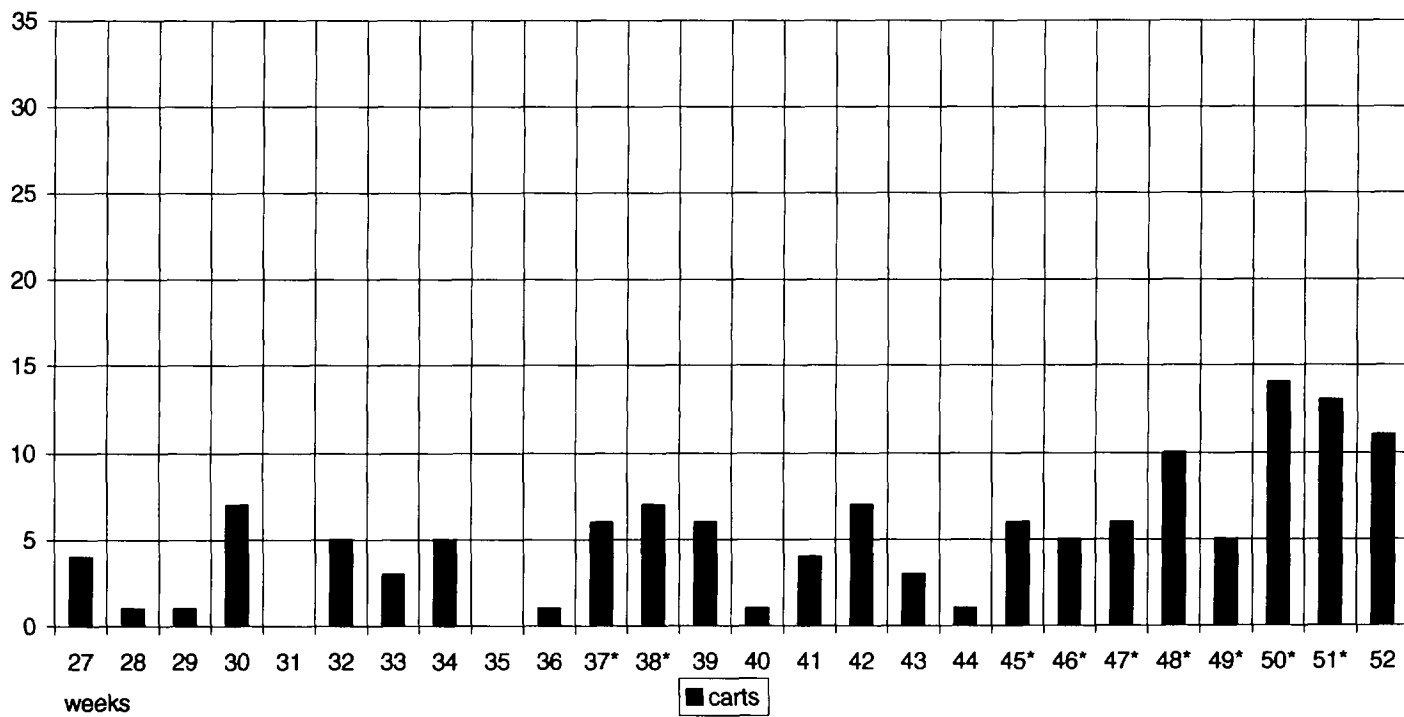


Fig. 2 Carts leaving Southampton for London 1448-9

*denotes weeks when carrack arrives with woad

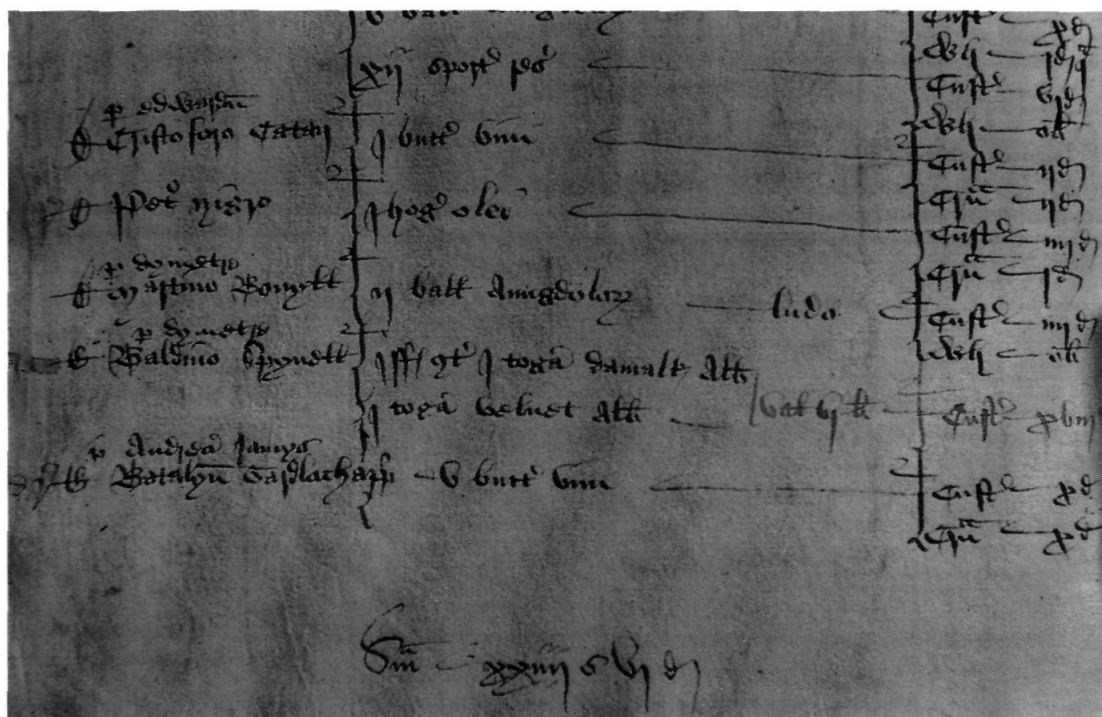


Fig. 3 The Port Book: extract showing entries for one white damask toga and one white velvet toga

account human error on the part of the clerks recording the information, and on modern interpretation and transcription. Of the 21 commodities listed, eight are recorded identically by the two officials, namely brasil, emory, lambskins, pepper, pot sugar, two togas and wax. The Port Book records 181 gallons more oil than the Customs Book. While there is no obvious reason to account for this difference, Cobb (1961, xxxvii) suggests that commodities measured in butts and barrels were often more fully recorded in the Port Book than by royal customers who had less incentive to do so. The reason being that commodities which were measured in gallons required the use of the town crane to bring them ashore. While local men might be exempt from local customs and therefore omitted from the records, no one was exempt from paying crantage. It was a lucrative source of income for the port, and port officials were keen to collect their full dues.

Ad valorem tax was also very profitable for the town and items thus rated were very carefully recorded in the Port Books. Could this have been the reason why the writing paper valued at £1 6s 8d, and on which George Carold paid custom of 4d, was entered in the Port Book but not in the Customs Account?

Raphaell Imbron (Table 5)

Five commodities agree completely, another five very closely. The extra bale of woad which appears in the Port Book, and which went unrecorded by royal customers, was for Galasyn and came ashore in the pilot boat. Royal customers record Michael de Mase as the owner of three bales of cumin and paying £3 custom for them, however, the Port Book reveals that he brought four bales ashore for Edward Cattaneo. Robert Ailward, a leading Southampton burgess, paid the royal customers

Table 3 Entries for fish in Brokage, Customs and Port Books for weeks 20 and 21

<i>Week</i>	<i>Brokage Bk: Fish leaving through Bargate</i>		<i>Customs Bk: Fish entering</i>		<i>Port Bk: Fish entering</i>
20	Fish	1 qu. + 300 + 2 byrdyn	Fish	46 bushel	No entries
	Hake	1 qu. + 50			
	Herring	6 last 1 cad 7 barrels			
	Salmon	1 barrel			
	Sprat	1 cad			
21	Fish	4 entries*	Cod and Lyng salt	50	No entries
	Hake	5 byrdn + 2.5C	Hake salt	3000	
	Herring	38 last 8 cad 1.5 barrel + 7 entries*			
	Oysters	1 entry			
	Salmon	5 barrels + *			
	Sprat	8 cad			

Note: 1 cad 600 herrings
 20 cad 1 last
 1 last 12 barrel
 6 byrdyn 1C - ling, mullwell, cod = 20-22 fish
 C = long hundred 120 of fish

* indeterminate amounts

£29 5s for six bales of wax, but the Port Book shows him paying cranage on only five bales. As a burgess he was exempt from local customs.

Balthasar de Aurea (Table 6)

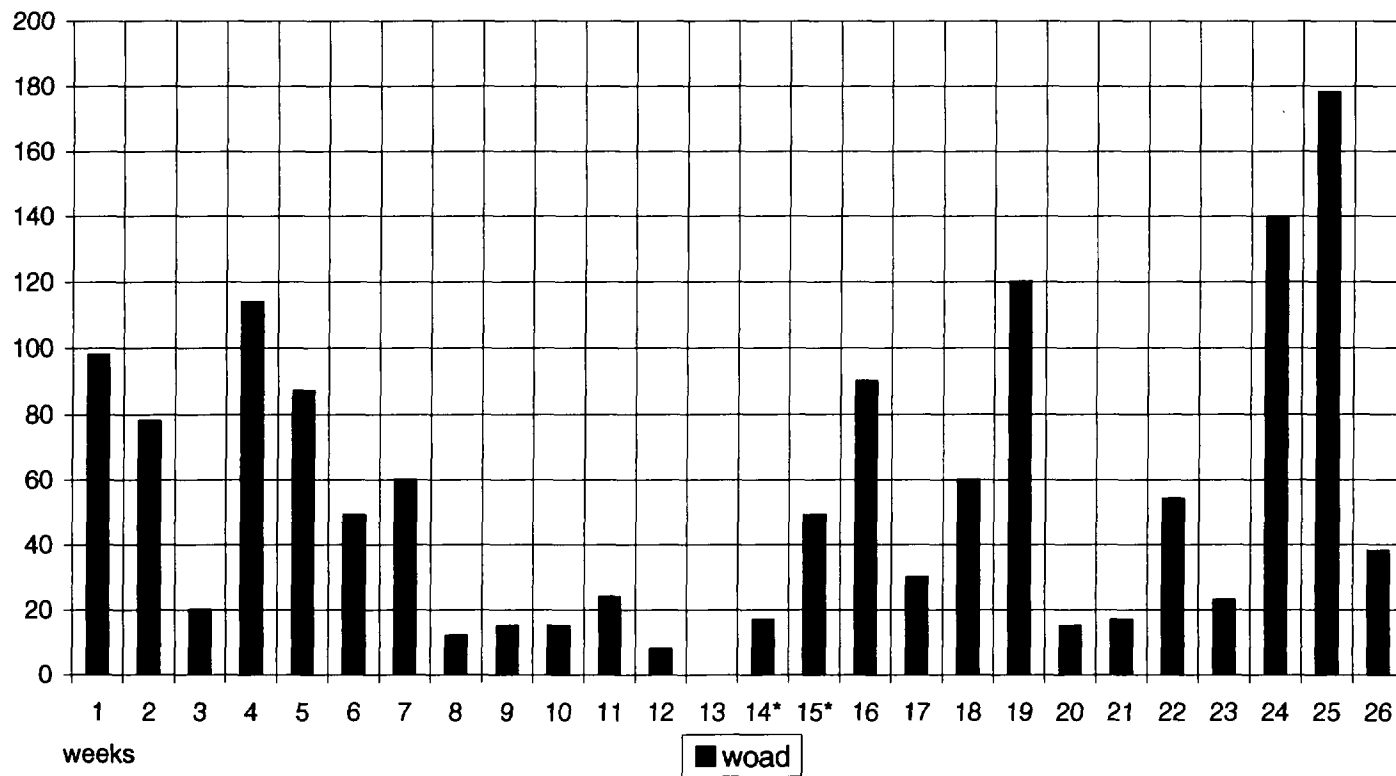
Seven entries correspond exactly. The figure concerning the expensive grain dye for cloth could be an error in the modern transcription, since the amount of customs paid suggests that the quantity should read 450 lb; the loss of the original document prevents verification. Royal customers record 80 lb of raw silk but it is not mentioned by the bailiff at this time; however, a single entry in the Port Book for 5 April records 80 lb of silk being brought ashore from the carrack of Balthasar de Aurea for

Frank Cattaneo. This entry follows a two-month gap in entries, though folios are continuous. Royal customers recorded cargo before it was brought ashore, so it is possible that the silk was mistakenly left in the hold until the later date, but it is more likely that the rough return, from which the Port Book was compiled, had been misplaced and the item recorded when it was discovered.

The entries for white herring differ by ten barrels. According to royal customers, Gabriell Corbet (indigen) entered with eleven barrels, Matthew Sister (alien) with seven barrels and William Claysson with 48 barrels, a total of 65 barrels. The Port Book, however, shows Matthew Sister entering with seven barrels but paying custom on six, and William Claysson with 48 barrels, making a total of 55 bar-

Half-bales of woad leaving Southampton - weeks 1 - 26 (30 Sept 1448 - 30 Mar 1449)

*denotes weeks when carrack arrives with woad



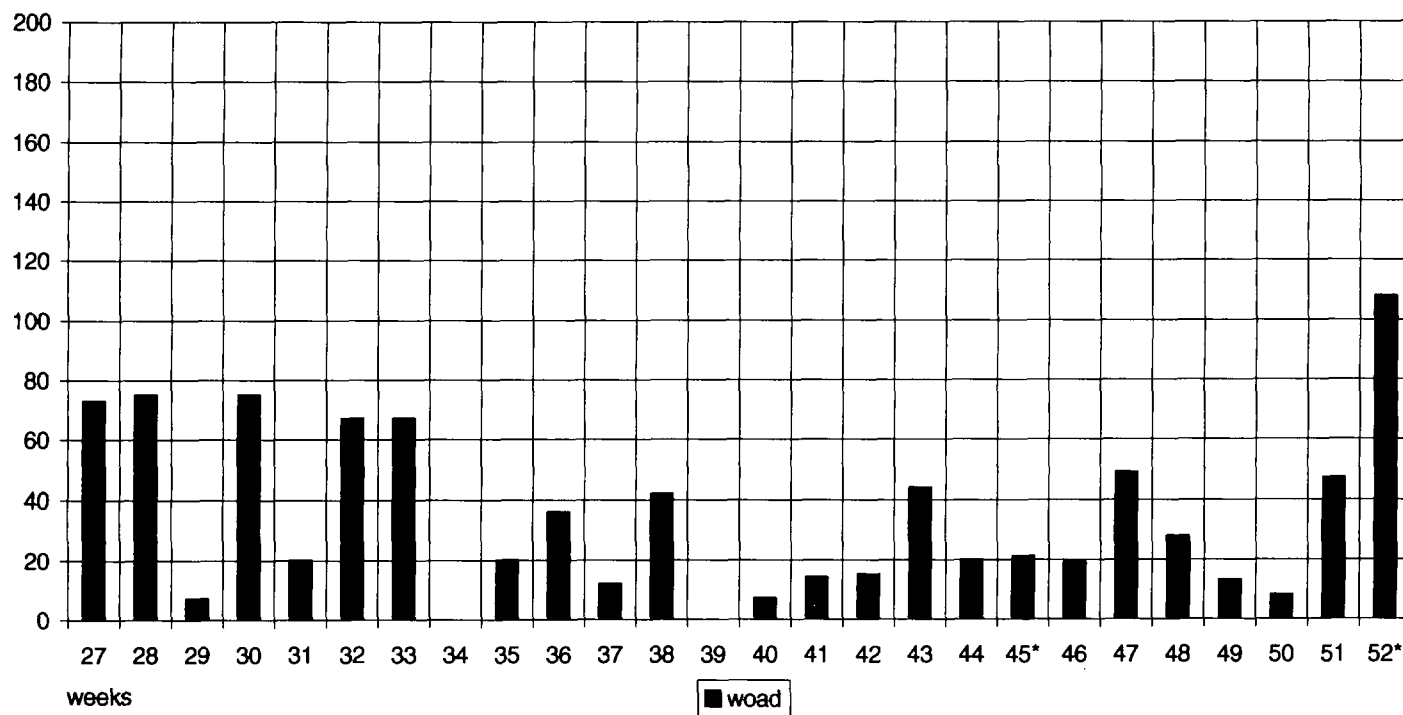


Fig. 4 Half-bales of woad leaving Southampton 1448-9

*denotes weeks when carrack arrives with wood

Table 4 Carrack – Nichus Gentyle – Week 14, 30 Dec 1448–5 Jan 1449

<i>Commodity</i>	<i>Customs Book</i>	<i>Port Book</i>
Almonds	166.5 C + 3 baskets	236.75 C
Alum	65 bales 1 barrel 9 sacks	46 bales 1 barrel 10 sacks
Brasil	2 bales	2 bales
Cotton	195 netts	194 netts
Dates	1 basket	–
Emory	200 lb	200 lb
Fish oil	1 barrel	nil
Hampers	50 dozen	62 dozen
Lambskins	4600	4600
Oil	7434 gallons	7615 gallons
Pepper	2 bale + 1 small sack uncleaned	2 bales + 1 bale uncleaned
Pot sugar	9	9
Raisins	281 baskets	258 baskets + 200 lb
Toga – white damask	1	1
Toga – white velvet	1	1
Treacle	–	20 lb
Wax	1500 lb	1500 lb
Wine	–	48 butts
Wine – sweet	15 butts	–
Woad	758 bales	746 bales
Writing paper	–	1 bale

rels, or 54 if the amount paid is taken as an indication of the quantity brought in. Gabriell Corbet is not mentioned. The implication is that he was exempt from local customs and, since neither cranage nor wharfage was payable on fish, his eleven barrels went unrecorded. This would then account for the difference between the two entries.

John de Marinis (i) (Table 7)

The royal customers' and the water bailiff's accounts correspond incredibly well in this

instance. Nine commodities agree completely. That royal customers made no reference to oil can be partly accounted for, since the Port Book reveals that 756 gallons were sent ashore at Hamble before arrival in Southampton, thus the discrepancy is only 18 gallons. Five butts of wine also went ashore at Hamble for Walter Clerke and, while another 16 butts were for him, there is no means of accounting for the remaining twelve butts discrepancy. The shipment of dates, which does not appear in the Royal Account, were for Walter Clerke and valued at £2. The *ad valorem*

Table 5 Carrack – Raphael Imbron – Week 15, 6–12 Jan 1449

<i>Commodity</i>	<i>Customs Book</i>	<i>Port Book</i>
Almonds	444.5 bales 1 sack	443 bales + 3 qu.
Aniseed	4 bales	3 bales + 2 cwt.
Baskets	–	18 dozen
Cumin	3 bales	4 bales
Dates	13 bales	13 bales
Figs	15 C	74 baskets
Foliorum cene	200 lb	–
Lambskin cloaks	67	67
Lambskins	600	600
Oil	90 small jars + 1 jar	97 small jars + 10 gallons
Pot sugar	13 cases + 29 barrels	13 cases and 21C
Quicksilver	6 pots	6 pots
Raisins	239 baskets	128 baskets
Raw silk	–	50 lb
Vermilion	5 cases	5 cases
Wax	3256 lb	2800 lb
Wode	10 bales	11 bales

rate of 3d in the pound applied and was worth collecting by the water bailiff.

Dominiko Canull (Table 8)

Five commodities agree exactly. The two bales of madder, twenty grinding stones and two barrels of black soap completely missing from the Customs Book were all destined for the Episcopal Palace of Chichester. The shortfall in oil recorded by the royal customers can also be partly accounted for, since 504 gallons were discharged before arrival in Southampton, 252 gallons at Lymington and 252 gallons at Hook. Robert Ailward, burgess of Southampton, paid £9 custom on his 600 lb of wax to the royal customers but this went unrecorded in the Port Book since

he was free of custom, and as a Southampton burgess, did not pay wharfage; however, on 10 January he had paid 4d cranage when bringing five bales of wax ashore, and it is surprising that he did not pay it on this occasion.

John de Marinis (ii) (Table 9)

This table shows a typical cargo brought into the port from the Low Countries. Marinis had entered Southampton in week 36 and, after discharging a cargo, had sailed on to the Low Countries to load his carrack with, for instance, felt hats, lambskins and linen, all typical commodities from that region.

Only the entry concerning bench covers agrees in each document, but there are six entries that are

Table 6 Carrack – Balthasar de Aurea – 28 Jan 1449 (Port Book entry), 28 Feb 1449 (Customs Book entry)

<i>Commodity</i>	<i>Customs Book</i>	<i>Port Book</i>
Basins	–	4 dozen
Bitumen	12 barrels	12 barrels
Cordovan leather	–	1 dozen
Felt hats	31 dozen	30 dozen
Figs	–	6 C
Fur linings	–	12
Grain for cloth	*4.5 lb	450 lb
Hides	400	–
Madder	42 bales	42 bales
Nails	10 barrels	10 barrels
Nails (small)	12000	–
Raw silk	80 lb	*
Salmon	6 barrels	6 barrels
Salt cod	24 barrels	24 barrels
Skins	1 chest	–
Soap (black)	2 barrels	–
Squirrel skins	1000	1000
Tapestry covers	6	6
White herring	65 barrels	55 barrels
Wode	1 bale	–

* Customs paid in Port Book confirms a quantity of 450 lb. Customs paid in Customs Book suggests quantity should read 450 lb and not 4.5 lb – original document not available for comparison

reasonably similar. Apart from the garlic, madder, pots and pans, woad and wooden shoes, all the other items not included in the Customs Book had been subject to *ad valorem* duty and would therefore have been carefully itemised by the water bailiff. The royal customers started recording the contents of the carrack of John de Marinis, noting 38 bales of alum on which £38 custom was due, and then uncharacteristically broke off and

recorded the contents of two boats before resuming the carrack cargo. After making an entry for linen, the entry concerning the 38 bales of alum is repeated, seemingly in error.

The comparison of all these cargoes has shown that many of the differences can be accounted for and also that, due to the exemption from local custom by so many groups of people, the denizen trade was under represented in the Port Book,

Table 7 Carrack – John de Marinis – Week 36, 2-8 June 1449

<i>Commodity</i>	<i>Customs Book</i>	<i>Port Book</i>
Almonds	80 bales + 8 baskets	82 bales + 8 baskets
Alum	819 bales	819 bales
Cinnamon	400 lb	400 lb
Cotton	85 netts	85 netts
Dates	–	200 lbs
Ginger	4600 lb	4600 lb
Grain for cloth	500 lb	350 lb
Gum	100 lb	100 lb
Lambskin	10200	10200
Oil	–	774 gals
Pepper	350 lb	350 lb
Quicksilver	16 pots	16 pots
Raisins	–	200 lb
Soap	69000 lb	68800 lb
Sugar	2 quartel	2 quartel
Wine	93 butts	105 butts

and can help to account for the caution needed when using this document alone. However, the use of the Customs Book in conjunction with the Port Book enables a more comprehensive view of the text. The efficiency of those compiling the texts, as well as the possibility of customs evasion, although slight in Cobb's opinion (1961, lxv), must also be borne in mind.

PROFILE OF ONE COMMODITY: WOAD

The aim of this section is to show how, by using information from all three sources, a single commodity, in this case woad, can be monitored not only from its arrival in port to its destination in a cloth-producing centre, but in relation to its seasonal trends, main customers and value to the royal customers.

Alum, madder and woad were just some of the important commodities which arrived in Southampton for the textile industry but it was woad, which according to Fryde (1983, 316), was the most important of all the dyes used. A vegetable dye, it was grown in Piedmont, Toulouse and Tuscany and was frequently unloaded from the holds of the carracks and manhandled onto the quay. It appears in the accounts as arriving in half-bales, known as balletts.

The steady arrival and distribution of woad throughout the year, reflected in the Digest, verifies the importance of this commodity. The Customs Book and the Port Book both show that woad entered the port at regular intervals during 1448-49. It arrived with Balthasar de Aurea in week 1, Napolyn Lomelyn in week 7, Nichus Gentyle in week 14, Raphaell Imbron in week 15, Dominiko Canull in week 45 and John de Marinis

Table 8 Carrack Dominiko Canull – Week 45, 4–10 Aug 1449

<i>Commodity</i>	<i>Customs Book</i>	<i>Port Book</i>
Almonds	76 bales	96.5 bales
Alum	38 bales	38 bales
Cardamom	–	40 lb
Cotton	10650 lb	10650 lb
Grain for cloth	150 lb	150 lb
Grinding stones	–	20
Lambskin	–	50
Madder	–	2 bales
Oil	3024 gallons	5418 gallons
Soap	40 dol + 15 qu.	9750 lb
Soap (black)		2 barrels
Sugar	4 pot	60 lb
Treacle	1 chest	1 chest (50 lb)
Wax	600 lb	–
Wine	–	136 butts 27 barrels
Wode	1797 half bales	1886 half bales
Writing paper	2.5 bales	2.5 bales

in week 52. According to Lewis (1993, xxv), 1500 half-bales arrived between October and March (weeks 1–26), 850 half-bales between April and September (weeks 27–52), with May to August (weeks 31–48) being the slackest months. The Brokage Book shows that woad was taken out of the town every week of the year except for three, of which one was Christmas week (Fig. 4). It was in weeks 24 and 25 that the greatest amount of woad left the town. In week 24, 129 half-bales were taken out, of which 89 were sent to Salisbury. In week 25, 178 half-bales left through Bargate of which 81 were taken to Salisbury and 81 to Winchester. Coventry received five half-bales by packhorse in week 29, while 21 went there by cart the following week.

In week 39, one of the three weeks when woad did not leave the town, Thomas Calway surprisingly brought ten half-bales in. The royal cus-

tomers show that it was men such as Edward, Frank and Iugu Cattaneo who paid custom on the large consignments of woad that they owned. For instance on 5 August, Frank Cattaneo paid £171 12s. for 286 half-bales brought in by the carrack of Dominiko Canull. The amount of custom paid was nearly thirty times the amount that the Bargate broker received in wages in a year.

Similar profiles on other commodities could reveal seasonal or prevailing trends. For instance, Lewis (1993, xxiv) has shown that almonds were more visible in the records during Lent when milk produced from them was used as a substitute for dairy products, and how it is possible to ascertain that alum was stored in the town and distributed when necessary. Platt (1973, 83) has indicated that porters took goods to cellars and warehouses in the town. An investigation into the extent to

Table 9 Carrack – John de Marinis – Week 52, 22–28 Sept 1449

<i>Commodity</i>	<i>Customs Book</i>	<i>Port Book</i>
Alum	38 bales	40 bales
Bench covers	3 dozen	3 dozen
Cupboards	2	4
Fustian	–	3 bales
Garlic	–	23 C
Glass bottles	–	3 dozen
Hats	1 dozen	2 dozen
Lambskins	500	550
Lanterns	–	1 dozen
Linen	3054 ell	3450 ell
Mace	–	2 bundles
Madder	–	428 bales
Pot sugar	–	250 lb
Pots and pans		1 package
Powder for lambskin	–	10 pipes
Soap (black)	–	216 barrel
Soap (white)	1 quartell	500 lb
Tcasels	–	4000
Verdigris	400 lb	250 lb
Woad	–	63 half bales
Wooden shoes	–	30 dozen

which goods passed straight through the town, or the amount of storage that took place, would be of interest.

CONCLUSION

This article has demonstrated the inter-relationship which existed between three documents. The specific function of each was to record customs and other tolls. By combining and comparing informa-

tion from each it has been possible to show what can be deduced from one when others are missing, as is so often the case; and how by comparing data it is possible to reveal the under-recording of commodities and to suggest reasons for omissions.

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APPENDIX: Digest of the Brokage Book, the Customs Account and the Port Book for 1448-9

<i>Week</i>	<i>Selected entries from Brokage Book</i>	<i>Customs Account</i>	<i>Port Book</i>
Week 1 30 Sept-6 Oct	15 carts entered with mainly cloth, lead and wool. Cables and cords came from Bridport. 41 carts and 6 horses left. 23 carts took luxury goods to London, bowstaves to Romsey. 98 half-bales of woad taken out.	No entries	Carrack of Balthasar de Aurea arrived with e.g. almonds, grain dye, woad. 40d anchorage paid.
Week 2 7 Oct-13 Oct	24 carts left, London (6), Winchester (7). 78 half-bales woad taken out. 2 baskets of oranges and cloth of gold taken to London for Edward Cattaneo. Total revenue 18s 8d.	No entries	Carrack Mauricii Cattaneo left with cloth, lambskins, pewter vessels and smelted tin. Gregorii Stella entered with pitch, and started loading candles, cloth, pewter vessels and wool.
Week 3 14 Oct-20 Oct	3 carts entered, cloth (2), lime (1). 15 carts left, mainly local destinations. 2 carts took tombstones to St.Swithun's, Winchester. 20 half-bales woad taken out. William Bocher paid 3d hire of 3 market stalls to Friars Minor. Brokage 3s 4d Customs 3s 5d Pontage 1s 6d.	No entries	Carrack of Gregorii Stella being loaded with cloth and wool.
Week 4 21 Oct-27 Oct	65 carts left, Salisbury (27), 1 empty. 110 half-bales woad taken out, Hereford (38), Salisbury (46).	No entries	No specific entries for this date.
Week 5 28 Oct-3 Nov	11 carts entered. Cloth or wool (10), wine (1). 33 carts left. 87 half-bales woad taken out, Gloucester (10), Salisbury (56), Wimborne Minster (21).	No entries	No specific entries for this date.
Week 6 4 Nov-10 Nov	2 carts entered with cloth and wool. 37 carts left. 49 half-bales woad taken out, Gloucester (16), Salisbury (6), Wilton (6). Total revenue 19s 7d.	No entries	No specific entries for this date.
Week 7 11 Nov-17 Nov	54 carts left, 1 empty. 60 half-bales woad taken out, 17 carts entered with cloth, lime, malt and wool. 3 packhorses took alum and woad to Exeter.	No entries	Carrack of Napolyn Lomelyn arrived. 493 half-bales woad brought ashore, also oil, wax and white soap.

<i>Week.</i>	<i>Selected entries from Brokage Book</i>	<i>Customs Account</i>	<i>Port Book</i>
Week 8 18 Nov–24 Nov	25 carts left, Winchester (9). Wine to Prior of St. Swithun's. 4 carts entered, lime (1), wheat (2), wool (1). 12 half-bales woad taken out.	No entries.	Cumin, oil, woad, wrapping paper feature in the commodities brought ashore. Income: town crane 11d, wharfage 5s 5d.
Week 9 25 Nov–1 Dec	25 carts left, 4 took wine to Shrewsbury. 15 half-bales woad taken out. 1 cart entered with wool.	No entries.	Only oil and 50 half-bales woad brought ashore by pilot boat, on 27, 28, 29 November.
Week 10 2 Dec–8 Dec	3 carts entered with wool. 19 carts left, Salisbury (11). 15 half-bales woad taken out, Alton (4), Deddington (10), London (1).	No entries.	Carrack of Cosma Dentuty entered. 165 butts wine brought ashore, £1 7s 6d customs paid, 2d a butt. Town crane earned £1 7s 6d, 2d a butt.
Week 11 9 Dec–15 Dec	28 carts left, Winchester (10). 1 carried 40 cabbages, another fresh herrings. 8 carts entered, barley (1), lime (4), wool (3).	No entries.	Cumin, oil, wine etc. came ashore from carrack of Cosma Dentuty who sailed 14 December with cloth. Napolyn Lomelyn sailed at same time heavily laden with cloth, pewter vessels, skins and wool.
Week 12 16 Dec–22 Dec	8 carts entered with wool. 28 carts left. Glazed pots to London for Frank Cattaneo, low grade wool for Galias de Negro. 8 half-bales woad to Winchester.	No entries.	No entries for this specific date.
Week 13 23 Dec–29 Dec	No carts entered. 5 carts left. Quarterly fees paid for 3 market stalls, 12d each. No trade on Christmas Day or on following four days.	No entries.	No entries for this specific date.
Week 14 30 Dec–5 Jan	3 carts entered, pewter (1), wool (2). 14 carts left. Almonds to London on 3 occasions for Dimitrius Spinelli. 17 half-bales woad taken out. No trade on Tuesday 1 January.	Carrack of Nichus Gentyle arrived 31 Dec. £2 4s 8d customs paid on 2 togas, (1 white damask), (1 white velvet). £454 16s customs paid on 758 half-bales woad.	Carrack of Nichus Gentyle arrived 2 Jan. Almonds and writing paper first commodities unloaded.
Week 15 6 Jan–12 Jan	3 carts entered with wool. 40 carts left. 49 half-bales woad taken out, London (18), Salisbury (23), Winchester (8). On four occasions almonds went to London for Dimitrius Spinelli. Brokage 12s 7d Customs 9s 11d Pontage 3s 7d.	Carrack of Raphaell Imbron arrived 6 Jan with e.g. almonds, dates, figs, quicksilver and woad. Left 9 January with cloth, in company with Nichus Gentyle who took out cloth and skins. 10 boats entered with iron and wine, but also e.g. brimstone, oil, wax. 2 boats left with e.g. iron, pewter vessels and wax.	Carrack of Raphaell Imbron arrived 6 January. 2 togas (1 white damask, 1 white velvet) came ashore from Gentyle carrack for Dimitrius Spinelli, valued at 6. Local customs paid 18d. 742 half-bales woad brought ashore.

<i>Week</i>	<i>Selected entries from Brokage Book</i>	<i>Customs Account</i>	<i>Port Book</i>
Week 16 13 Jan–19 Jan	6 carts entered with cloth (4), wool (2). 75 carts left, London (19), Salisbury (25). 41 half-bales woad taken out. Wine to Salisbury. Almonds, cotton, dates and raisins to London.	Nichus Gentyle recorded as leaving on 9 January.	6 boats entered with almonds, alum, cotton, oil, and pepper from carrack of Nichus Gentyle.
Week 17 20 Jan–26 Jan	14 carts entered with cloth. 81 carts left, London (29), Salisbury (24). Almonds, cotton, quicksilver, raisins and sulphur to London. 25 January, John Brid paid 1d customs on old robes, valued at 3s.	2 boats left with cloth, figs and raisins. Carrack of Napolyn Lomelyn sailed 22 January in company with Balthasar de Aurea, taking cloth, pewter vessels, skins, tin and wool belonging to Queen Margaret.	Goods continued to come ashore by lighter from carrack of Nichus Gentyle.
Week 18 27 Jan–2 Feb	8 carts entered with cloth, skins and wool, 1 cart with dried cod. 88 carts left, Winchester (35). 42 half-bales woad taken out. John Bedale carted a chest of togas to London for Frank Cattaneo on 27 January.	3 boats left with cloth and smoked herring.	Carrack of Raphaell Imbron left 29 January with cloth and pewter. Carrack of Balthasar de Aurea arrived 28 January with felt hats, linings of lion and otter, madder, tapestries, and tar. On 31 January Balthasar de Aurea left and carrack of Cristoforo Salego arrived.
Week 19 3 Feb–9 Feb	8 carts entered with cloth. 77 carts left, London (16), Romsey (12), Salisbury (26), Winchester (17). 120 half-bales woad taken out. Hake and herring to Hyde Abbey. Luxury goods to London.	3 boats entered with cod, herring, ling and salt hake. Another boat entered with canvas.	No entries in Port Book between 31 January and 5 April.
Week 20 10 Feb–16 Feb	1 cart entered with quicklime. 42 carts left. Lent: large quantities of fish being transported, e.g. cod and herring to Salisbury, herring and sprats to Winchester. Of the 42 carts which left 17 carried some fish. 15 half-bales woad taken out. William Geldrville left with 8 barrels of onions.	5 boats entered with cloth, figs, fish, raisins and resin.	No entries.
Week 21 17 Feb–23 Feb	131 carts left, Salisbury (67), 88 carried some fish. Oysters taken out by packhorse. 17 half-bales woad taken out. No carts entered.	1 boat left with cloth. 2 entered with ling, salt cod, and salt hake.	No entries.
Week 22 24 Feb–2 Mar	74 carts left, Salisbury (24). Fish predominated. 2 carts of oysters taken out. Hyde Abbey recipient of much fish. 54 half-bales woad taken out. 5 packhorses entered with cloth and left with fish and fruit.	Carrack of Balthasar de Aurea arrived with bitumen, felt hats, fish, raw silk and tapestries. 4 boats entered with canvas, cards, haberdashery, lead, oil and pillows. 1 boat left with cloth.	No entries.

<i>Week</i>	<i>Selected entries from Brokage Book</i>	<i>Customs Account</i>	<i>Port Book</i>
Week 23 3 Mar–9 Mar	3 carts entered with cloth. 87 left, 31 carried fish. 23 half-bales woad taken out. Almonds – 18 bales taken to Andrew Spinelli, London; 68 bales for Dimittrius Spinelli, London; and 1 bale to Margery Hill, Wilton.	1 boat left with cloth, another entered with canvas, cords, and ropeyarn.	No entries.
Week 24 10 Mar–16 Mar	56 carts left. 129 half-bales woad taken out, Salisbury (89). Thomas Dene carted coal and grinding stones to Winchester.	2 boats entered and left this week, another 3 left. Herrings and woad brought in; cloth, pewter, rock alum, tin and wax taken out.	No entries.
Week 25 17 Mar–23 Mar	4 carts entered with cloth, and 1 with lime. 60 carts left. Busiest week for woad; 178 half-bales taken out, Salisbury (81), Winchester (81). 3 carts left with oysters.	Carrack of Balthasar de Aurea left on 22 March with cloth. 2 boats entered with canvas, cards, fish and linen. 1 boat left with skins.	No entries.
Week 26 24 Mar–30 Mar	3 carts entered, cloth (2), household goods (1). 34 carts left. 38 half-bales woad taken out. Nicholas and John Bocher paid for market stalls.	1 boat left with cloth, 1 entered with fish.	Carrack of Balthasar de Aurea left.
Week 27 31 Mar–6 Apr	31 carts left, 73 half-bales woad taken out, London (32). Swedish iron value £3 to Salisbury.	6 boats entered with fish.	Carrack of Balthasar de Aurea re-entered. Cristoforo Lomelyn took 80 lb raw silk valued at 8s 4d per lb for Frank Cattaneo. 8s 4d customs paid.
Week 28 7 Apr–13 Apr	5 carts entered with cloth. 25 carts left. 75 half-bales woad taken out. Easter week: no transactions on Friday 11, Saturday 12 or Sunday 13 April.	Easter week: no port activity.	Loading of carrack of Balthasar de Aurea continued.
Week 29 14 Apr–20 Apr	No trade on Monday, Tuesday or Wednesday after Easter. 2 carts entered with lime. 14 carts left. 7 half-bales woad taken out, Coventry (5) by pack-horse.	1 boat left with rock alum.	Cloth and tin loaded into carrack of Balthasar de Aurea.
Week 30 21 Apr–27 Apr	13 carts entered, cloth (12), lime (1). 31 carts left. 75 half-bales woad taken out, Coventry (21), London (38).	2 boats entered, 1 boat left with cloth.	Loading of carrack continued.
Week 31 28 Apr–4 May	No carts entered. No movement on 1 May. 15 carts left. 20 half-bales woad taken out. Thomas Exston paid 4d customs on sale of 16 pigs.	4 boats entered bringing in e.g. canvas, cards, wine.	Cloth, pewter vessels and skins still being loaded into the carrack.

<i>Week</i>	<i>Selected entries from Brokage Book</i>	<i>Customs Account</i>	<i>Port Book</i>
Week 32 5 May–11 May	2 carts entered with cloth (1), lime (1). 24 carts left. 67 half-bales woad taken out, Ringwood (38). Armour to London, bowstaves to Romsey.	3 boats entered with grinding stones and 19 horses. Carrack sailed 9 May with pewter and cloth, some belonging to Queen Margaret.	Cloth and tin being loaded into carrack which sailed on 9 May.
Week 33 12 May–18 May	8 carts entered, barley (1), cloth (2), lime (5). 34 carts left. 59 half-bales woad taken out. Millstones to Salisbury and Winchester.	Nothing recorded this week.	No specific entries this week.
Week 34 19 May–25 May	No carts entered. 12 carts left. No woad taken out. Fees paid for market stalls.	Nothing recorded this week.	No specific entries this week.
Week 35 26 May–1 Jun	Winchester. Qorke mosse (purple dye) to Salisbury.	Boat of Richard Calfe left with cloth 29 May.	No specific entries this week.
Week 36 2 Jun–8 Jun	2 carts entered with quicklime. 17 carts left. 36 half-bales woad taken out. Rent for market stalls and customs on barley collected at Bargate.	Carrack of John de Marinis entered 4 June with e.g. ginger, pepper, quicksilver. 1 boat left. 2 boats entered. Royal Customers collected £1895 1s 8d.	Carrack of John de Marinis entered. Christopher Cattaneo brought alum for Edward Cattaneo.
Week 37 9 Jun–15 Jun	1 cart entered with cinnamon for Dimitrius Spinelli. 40 carts left. 12 half-bales woad taken out.	No entries this week.	Carrack discharging commodities e.g. ginger, Turkish cotton, wine. Boat of Alison John brought almonds ashore. Cotton arrived for Galias de Negro.
Week 38 16 Jun–22 Jun	15 carts entered. 13 wagons brought wool; cloth came by packhorse. 37 carts left, Coventry (10).	1 boat left with cloth, another entered with cards, on which £7 16s 8d customs was paid.	Almonds, oil and wine etc. came ashore from carrack.
Week 39 23 Jun–29 Jun	4 carts entered. Thomas Calway brought in 10 half-bales woad for Galias de Negro. 18 carts left, 1 with cables for Thomas Heyer of London.	1 boat left with cloth.	No specific entries this week.
Week 40 30 Jun–6 Jul	1 cart entered, 29 left. 2 took out cloth and hides to Sandwich. 7 half-bales woad taken out. 5 carts wheat went to Romsey.	One boat left with alum from Foglia, brass pans and cloth for local merchant Simon Patrik.	No specific entries this week.
Week 41 7 Jul–13 Jul	1 cart entered with cloth. 39 carts left. 14 half-bales woad taken out. Slates taken to Romsey Abbey.	1 boat entered with fish on which £8 10s customs was paid.	No specific entries this week.

<i>Week</i>	<i>Selected entries from Brokage Book</i>	<i>Customs Account</i>	<i>Port Book</i>
Week 42 14 Jul–20 Jul	3 carts entered, cloth (2), lead (1). 32 carts left. 15 half-bales woad taken out. Armour to London. Several entries showing wheat taken out. Customs paid on 2 anchors.	4 boats entered, Royal Customers collected £88.	No specific entries this week.
Week 43 21 Jul–27 Jul	4 boats entered with skins. 28 carts left. 2 carts took hides to Sandwich.	3 boats entered with canvas, fish and wheat. 1 left the same day with 13 horses.	No specific entries this week.
Week 44 28 Jul–3 Aug	2 carts entered with tin. 24 carts left. 20 half-bales woad taken out. Paving tiles went to Winchester, wheat to Fordingbridge, Frome, Salisbury and Winchester.	1 boat left with cloth, another entered with fish – customs £12 11s 3d paid.	No specific entries this week.
Week 45 4 Aug–10 Aug	7 carts entered with bows and arrows (1), cloth (2), lime (1), tin (3). 23 carts left. Building stone went to Winchester. Thomas Daniell, King's knight, brought in bows and arrows.	Carrack which arrived on 5 August brought income for Crown of £1390 3s 8d. Lenard Cattaneo paid £604 16s on 1008 half-bales woad.	Carrack of Dominiko Canull arrived 5 August. Almonds, cotton, oil, woad for Frank Cattaneo, wine and woad for George Carold, cardamoms and cotton for Iugu Cattaneo, and cotton and woad for Galias de Negro.
Week 46 11 Aug–17 Aug	1 cart entered with skins. 25 carts left. 19 half-bales woad taken out. Cables and ropes went to Deptford.	2 boats entered bringing canvas, fish and wheat. Total customs for Crown 65 5s.	Lighters continued to bring cargo ashore from carrack.
Week 47 18 Aug–24 Aug	4 carts entered, skins (2), tin (2). 44 carts left. 49 half-bales woad taken out.	1 boat entered with fish, and paid customs of £8 6s 8d. 1 boat left with cloth and coal.	Cotton, grain dye, woad and writing paper were amongst the commodities brought ashore.
Week 48 25 Aug–31 Aug	2 carts entered with cloth. 35 carts left. 28 half-bales woad taken out. Many carts carried wheat.	1 boat entered with canvas and cards and left 2 days later with alum. 1 boat left with cloth.	Lighters continued to bring cargo ashore from carrack.
Week 49 1 Sept–7 Sept	6 carts entered, cloth (2), lime (1), tin (3). 20 carts left. 13 half-bales woad taken out.	1 boat arrived with wheat.	No specific entries this week.
Week 50 8 Sept–14 Sept	12 carts entered, cloth (9), lead (2), lime (1). 25 carts left, London (14). 8 half-bales woad taken out.	No entries.	No specific entries this week.
Week 51 15 Sept–21 Sept	15 carts entered. 44 carts left. 47 half-bales woad taken out. 3 carts marble stones to Winchester.	No entries.	Carrack of Dominiko Canull left with cloth.
Week 52 22 Sept–28 Sept	17 carts entered, barley (1), cloth (5), lead (4), tallow (1), tin (6). Rent paid for market stalls. Customs paid on sale of candles.	Carrack of John de Marinis entered with cupboards, felt hats, linen, skins etc.	Carrack of Babtrst' de Frasisko' entered with e.g. bench covers, felt hats, garlic and glass bottles.