Over weeks 7 and 8 you will work in small groups to produce a case study based on the Medieval and Tudor Ships database. The final output will be a written report/presentation.

See [www.medievalandtudorships.org/help](http://www.medievalandtudorships.org/help) for basic information about using the database.

Your group can choose from two different types of case study:

**Option 1: Trade routes case study**

If you choose this option, you will use the database to look at the geographic reach of specific English ports.

This could be your home town or a place of interest, but make sure that the town name brings up results when you type it into “voyage origin”/“voyage destination”. You will need to run the search twice, once with your chosen port(s) in the origin field and once in the destination field, so you can see incoming and outgoing traffic.

Too much data will be impossible to work with in the time allowed, so limit the time period using the “year from” and “year to” fields until you have a reasonable number of voyages to work with (15-20 maximum).

You could choose two ports and compare the places they traded to, or you could choose just one port and look at how its trade routes changed over time.

You should substantiate your findings with additional information about the port or time period. The information provided at [www.british-history.ac.uk/topographical-dict/england](http://www.british-history.ac.uk/topographical-dict/england) may be of use.

You could also plot the trade routes on a map, to help you to visualise your findings. Try finding a suitable map at [www.ordnancesurvey.co.uk/education/outline-maps](http://www.ordnancesurvey.co.uk/education/outline-maps).

Try to think about the following questions and use these to focus your research and findings:

1. What does the data reveal about the nature of trade in your chosen port(s)?
2. Did the port have strong overseas connections? Was the port especially tied to trade with a particular country or region?
3. How does this link to the trends and themes we talked about in lessons 1 and 2?
4. If you are comparing two ports, how might their geographic location on the English coast have impacted the trade routes available?

**Option 2: Socio-economic position of shipmasters**

If you choose this option, you will cross-reference the database with lay subsidy records and additional data contained in the Tudor Revels database.

Use the names listed on the lay subsidy return overleaf to search the database and determine which of these men were active shipmasters. **Note that the names in the database are not standardised, so you may have to try different variations of spellings.**

\*\***Important note: multiple individuals will appear in the database with the same names. This lay subsidy return is from Southampton so you must use the context of the voyages to decide whether the individual in the lay subsidy return is the same individual in the database – look at the homeport of the ships used and the start and end points of the voyages. Make sure to explain your reasoning in your report/presentation**.\*\*

Once you know which were Southampton shipmasters, search their names at [www.tudorrevels.co.uk/records](http://www.tudorrevels.co.uk/records)

From the lay subsidy return you can determine how wealthy these individuals were in the context of their ward, and Tudor Revels may provide additional information such as whether they owned a ship, whether they occupied any political positions within the town, whether they got in trouble with the authorities, etc.

Use this information to create profiles for one or several of the shipmasters in the database and discuss in broader terms what this tells you about the nature of the individuals that engaged in maritime commerce.

**Lay subsidy return for Southampton, 1571 (TNA ref. E179/174/387)**

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| **Ward of St Michael and St John**  |
| Thomas Shybaron, in goods | £10 [valuation] | £16 8s [paid in tax] |
| Thomas Vahand, in goods | £3 | 5s |
| Richard Rousse, in goods | £6 | 10s |
| John Manfield, in goods | £3 | 5s |
| George Vincent, in goods | £5 | 8s 4d |
| Thomas Griston, in goods | £6 | 10s |
| Robert Hicks, in goods | £3 | 5s |
| Morris Awude, in goods | £10 | 16s 8d |
| John North, in goods | £3 | 5s |
| Thomas Hill, in goods | £3 | 5s |
| James Mawer, in goods | £6 | 10s |
| Morris Eire, in goods | £20 | 33s 4d |
| Master Cotton, in goods | £14 | 23s |
| Reginald Barber, in goods | £3 | 5s |
| John Symonds, in goods | £4 | 6s 8d |
| Francis Savarde, in goods | £3 | 5s |
| Joan Nortone (widow) , in goods | £3 | 5s |
| Robert Jermen, in goods | £3 | 5s |
| John Gifford, in goods | £4 | 6s 8d |
| Owen Symonds, in goods | £3 | 5s |
| Nicholas Roche, in goods | £6 | 10s |
| Bernard Courtney, in goods | £10 | 16s 8d |
| Thomas Vahand (junior), in goods | £3 | 5s |
| Michael Faver, in goods | £4 | 6s 8d |
| Ralph Robins, in goods | £4 | 6s 8d |
| Thomas More, in goods | £8 | 13s 4d |
| John More, in goods | £5 | 8s 4d |
| Thomas Glanvill, in goods | £3 | 5s |
| Jackman Demaryn, in goods | £40 | £6 13s 4d |
| Matthew Sawyer, in goods | £15 | £5 |
| Rowland Petite, in goods | £5 | 16s 8d |
| Arnold Clarke, in goods | £15 | £5 |
| Thomas Millart, in goods | 4d | 10s |