

Richard Hakluyt
The principal navigations, voyages, traffiques and discoveries of the
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THE
PRINCIPAL NAVI=
GATIONS, VOYAGES,
TRAFFIQVES AND DISCOVE=
ries of the English Nation, made by Sea or ouer=
land, to the remote and farthest distant quarters of the
Earth, at any time within the compasse of these 1600 yeres:
Diuided into three seuerall Volumes, according to the
positions of the Regions, whereunto they
were directed.

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By RICHARD HAKLVYT Preacher, and sometime Stu=
dent of Christ-Church in Oxford.

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<vol 1>

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The state of the shipping of the Cinque ports from Edward the
Confessour and William the Conquerour, and so downe to Ed=
ward the first, faithfully gathered by the learned Gentleman M.
William Lambert in his Perambulation of Kent, out of
the most ancient Records of England.

<Lambard 1596>

The antiquitie
of the Ports.
1070.

I finde in the booke of the generall suruey of the Realme, which William
the Conquerour caused to bee made in the fourth yeere of his reigne, and to
be called Domesday, because (as Matthew Parise saith) it spared no man but
iudged all men indifferently, as the Lord in that great day wil do, that Douer,
Sandwich, and Rumney, were in the time of K. Edward the Confessour, dis=
charged almost of all maner of impositions and burdens (which other townes
did beare) in consideration of such seruice to bee done by them vpon the Sea,
as in their special titles shall hereafter appeare.

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Whereupon, although I might ground reasonable coniecture, that the immunitie of the hauen
Townes (which we nowe call by a certaine number, the Cinque Ports) might take their begin=
ning from the same Edward: yet for as much as I read in the Chartre of K. Edward the first after
the conquest (which is reported in our booke of Entries) A recitall of the graunts of sundry kings
to the Fiue Ports, the same reaching no higher then to William the Conquerour, I will leaue my
coniecture, and leane to his Chartre: contenting my selfe to yeelde to the Conquerour, the thanks
of other mens benefits, seeing those which were benefited, were wisely contented (as the case then
stood) to like better of his confirmation (or second gift) then of K. Edwards first graunt, and en=
dowment.

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And to the ende that I may proceed in some maner of array, I will first shewe, which Townes
were at the beginning taken for the Fiue Ports, and what others be now reputed in the same num=
ber: secondly, what seruice they ought, and did in times passed: and lastly, what priuiledges they
haue therefore, and by what persons they haue bene gouerned.

Which be the
Fiue Ports.

If I should iudge by the common, and rude verse,

Douer, Sandwicus, Ry, Rum, Frigmare ventus,

I must say, that Douer, Sandwich, Rie, Rumney, and Winchelsey, (for that is, 'Frigmare ven=
tus') be the Fiue Ports: Againe, if I should be ruled by the Rolle which reciteth the Ports that send
Barons to the Parliament, I must then adde to these, Hastings and Hyde, for they also haue their
Barons as well as the other: and so should I not onely, not shew which were the first Fiue, but also
(by addition of two others) increase both the number, and doubtfulnessse. Leauing the verse there=
fore, for ignorance of the authour and suspition of his authoritie, and forsaking the Rolle (as not
assured of the antiquitie) I will *flee to Henry Bracton, a man both ancient, learned, and credible,

<'flie'>

1250. which liued vnder K. Henry the thirde, and wrote (aboue three hundreth yeeres since) learnedly of the lawes of this Realme.
- He (I say) in the third booke of his worke, and treatise of the Crowne, taking in hand to shewe the articles inquirable before the *Iustice in Eire, (or Itinerent, as we called them, because they vsed to ride from place to place throughout the Realme, for administration of iustice) setteth forth a special fourme of writs, to be directed seuerally to the Bailifes of Hastings, Hithe, Rumney, Douer, and Sandwich, commanding them, that they should cause twentie and foure of their Barons (for so their Burgesses, or townesmen, and the citizens of London likewise, were wont to be termed) to appeare before the Kings Iustices at Shipwey in Kent (as they accustomed to do) there to enquire of such points, as should be giuen in charge. Which done, hee addeth moreouer, that forsomuch as there was oftentimes contention betweene them of the Fiue Ports, and the inhabitants of Yarmouth in Norfolke and Donwiche in Suffolke, there should be seuerall writs directed to them also, returnable before the same Iustices at the same day and place, reciting, that where the King had by his former writs sommoned the Pleas of the Fiue Ports to bee holden at Shipwey, if any of the same townes had cause to complaine of any (being within the liberties of the said Ports) he should be at Shipwey to propound against him, and there to receiue according to law and Iustice.
- Thus much I recite out of Bracton, partly to shew that Shipwey was before K. Edward the firsts time, the place of assembly for the Plees of the Fiue Ports: partly to notifie the difference, and controuersie that long since was betweene these Ports, and those other townes: But purposely, and chiefly, to proue, that Hastings, and Hithe, Douer, Rumney, and Sandwich, were in Bractons time accompted the Fiue principall hauens or Ports, which were endowed with priuiledge, and had the same ratified by the great Chartre of England.
1268. Neither yet will I deny, but that soone after, Winchelsey and Rie might be added to the number.
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- ber. For I find in an old recorde, that king Henry the third tooke into his owne hands (for the better defence of the Realme) the townes of Winchelsey, and Rie, which belonged before to the Monasterie of Fescampe in Normandie, and gaue therefore in exchange, the Manor of Chiltham in Gloucestershire, and diuers other lands in Lincolneshire. This he did, partly to conceale from the Priors Aliens the intelligence of the secret affaires of his Realme, and partly because of a great disobedience and excesse, that was committed by the inhabitants of Wincelsey, against Prince Edward his eldest sonne. And therefore, although I can easily be led to thinke, that he submitted them for their correction to the order, and gouernance of the Fiue ports, yet I stand doubtfull whether hee made them partners of their priuiledges, or no, for that had bene a preferment, and no punishment vnto them: but I suspect rather, that his sonne king Edward the first, (by whose encouragement and aide, olde Winchelsey was afterward abandoned, and the *newe towne builded) was the first that apparelled them with that preeminence.
- Winchelsey first builded. 1277.
- By this therefore let it appeare, that Hastings, Douer, Hithe, Rumney, and Sandwich, were the first Ports of priuiledge: which (because they were 5. in number) both at the first gaue, and yet continue, to all the residue, the name of Cinque Ports, although not onely Winchelsey and Rie, be (since that time) incorporated with them as principals, but diuers other places also (for the ease of their charge) be crept in, as partes, limes, and members of the same.
- Now therefore, somewhat shalbe said, as touching the seruices that these Ports of duetie owe, and in deed haue done, to the Princes: whereof the one (I meane with what number of vessels, in what maner of furniture, and for how long season, they ought to wait on the king at the Sea, vpon their owne charges) shall partly appeare by that which we shall presently say, and partly by that which shall followe in Sandwich, and Rumney: The other shall bee made manifest by examples, drawne out of good histories: and they both shall be testified by the words of king Edward the first in his owne Chartre.
- The booke of Domesday before remembred, chargeth Douer with twentie vessels at the sea, whereof eche to be furnished with one and twentie men for fifteene dayes together: and saith further, that Rumney and Sandwich answered the like seruice. But now whether this (like) ought to be vnderstoode of the like altogether, both in respect of the number and seruice, or of the (like) in respect of seruice, according to the proportion of their abilitie onely, I may not hereby take vpon me to determine. For on the one side, if Rumney, Sandwich, and the residue, should likewise finde twentie vessels a piece, then (as you shall anone see) the fiue Ports were subiect to a greater charge at that time, then King Edward the first layd vpon them: And on the other side, if they were onely chargeable after their proportion, then know I not how farre to burthen them, seeing the Record of Domesday it selfe, bindeth them to no certaintie. And therefore leauing this as I find it, I must elsewhere make inquisition for more lightsome prooffe. And first I will haue recourse to king Edward the first his Chartre in which I read, that 'At ech time that the King passeth ouer the sea, the Ports ought to rigge vp fiftie and seuen ships, (whereof euery one to haue twentie armed souldiers) and to mainteine them at their owne costes, by the space of fifteene dayes together.'
1278. And thus it stode with the Ports for their general charge, in the sixt yeere of his reigne, for then was this Chartre sealed. But as touching the particular burthen of ech one, I haue seene two diuers testimonies, of which the first is a note in French (bearing the countenance of a Record) and is intituled, to haue bene renewed in the two and twentie yeere of the Reigne of the same king, by Stephan Penchester, then Constable of Douer Castle, in which the particular charge is set downe in this maner.
- The Port of Hastings ought to finde three ships.
The lowie of Peuensey, one

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<'now'>

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Bulwerhithe and Petit Iahn, one.
 Bekesborne in Kent, seuen.
 Grenche at Gillingham in Kent, two men and armour, with the ships of Hastings.
 The towne of Rie, fiue.
 To it was Tenterdene annexed, in the time of King Henrie the sixt.
 The towne of Winchelsey, tenne.
 The Port of Rumney, foure.
 Lydde, seuen.
 The Port of Hythe, fiue.
 The Port of Douer, nineteene.
 The towne of Folkestone, seuen.
 The towne of Feuersham, seuen.
 The Port of Sandwich, with Stonor, Fordwich, Dale, &c. fiue.

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These ships they ought to finde vpon fortie dayes summons, armed and arrayed at their owne charge, and in ech of them twentie men, besides the Master of the Mariners: all which they shall likewise mainteine fiue dayes together at their owne costs, giuing to the Maister sixe pence by the day, to the Constable sixe pence, and to ech other Mariner three pence. And after those fiue dayes ended, the King shall defray the charges.

<wages>

The other is a Latine Custumall of the towne of Hyde, the which although it pretend not so great antiquity as the first, yet seemeth it to me to import as much or more likelihood and credit: It standeth thus.

These be the Fiue Ports of our soueraigne Lord the King hauing liberties, which other Ports haue not: Hasting, Romenal, Heth, Douer, Sandwich, the chiefe Townes.

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The seruices due by the same.

Hasting shall finde 21. ships, in euery ship 21. men, and a Garcion, or Boy, which is called a Gromet. To it perteine (as the members of one towne) the Seashore in Seford, Peuenshey, Hodeney, Winchelsey, Rie, Ihame, Bekesbourne, Grengre, Northie, Bulwerheth.

Romenal 5. ships, in euery ship 21. men, and a Garcion: To it perteine, as members thereof, Promhell, Lede, Eastwestone, Dengemareys, olde Rumney.

Hethe 5. ships, as Romenal before. To it perteineth the Westheth.

Douer 21. ships, as Hasting before. To it perteine, Folkstane, Feuersham, and S. Margarets, not concerning the land, but for the goods and cattels.

Sandwich 5. ships, as Romenal, and Hethe. To it perteine Fordwich, Reculuer, Serre, and Dele, not for the soile, but for the goods.

Summe of ships 57.

Summe of the men 1187. and 57. Garcions.

This seruice, the Barons of the Fiue Ports doe acknowledge to owe to the King, vpon summons yerely (if it happen) by the space of 15. dayes together, at their owne costs and charges, accounting that for the first day of the 15. in which they shall spread their sailes to goe towards those parts that the King intendeth: and to serue so long after 15. dayes, as the King will, at his owne pay and wages.

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Thus much out of these ancient notes, whereby your selfe may easily discerne the difference: but whether the one or the other, or (by reason of some latter dispensation) neither of these, haue place at this day, I must referre it to them that be priuie, and of counsell with the Ports: and so leauing this also vndecided, holde on the way, wherein I am entred.

This duetie of attendance therefore (being deuised for the honourable transportation, and safe conduct of the Kings owne person or his armie ouer the narrow Seas) the Ports haue not onely most diligently euer since that time performed, but furthermore also valiantly behaued themselues against the enemie from time to time, in sundrie exploits by water, as occasion hath bene profered, or the necessitie of the Realme required.

The good seruice of the fiue Ports.

1217.

And amongst other feats not vnwoorthy perpetuall remembrance, after such time as Lewes (the eldest sonne of the French King) had entred the Realme to aide Stephan Langton the Archbishop, and the Nobilitie, in the life of King Iohn, and had sent into France for new supply of soldiers after his death, Hubert of Borough (then captaine of Douer) following the opinion of The mistocles in the exposition of the oracle of the wooden walles, by the aide of the Port townes, armed fortie tall ships, and meeting with eightie saile of Frenchmen vpon the high seas, gaue them a most couragious encounter, in which he tooke some, sunke others, and discomfited the rest.

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1278.

King Henrie the third also, after that he came to riper age, had great benefit by the seruice of the Cinque Ports: And king Edward the first in his Chartre, maketh their continuall faithfull seruice (and especially their good endeuour, then lately shewed against the Welshmen) the principall cause, and motiue of that his liberrall grant.

1293.

Furthermore, about the midst of the reigne of the same king, an hundreth saile of the Nauie of the Ports fought at the Sea with a fleet of 200. Frenchmen, all which (notwithstanding the great oddes of the number) they tooke, and slew, and sunke so many of the Mariners, that France was thereby (for a long season after) in maner destitute, both of Seamen, and shipping.

1406.

Finally, and to conclude this part, in the dayes of king Henrie the fourth, the nauie of the Fiue Ports, vnder the conduct of one Henrie Paye, surprised one hundreth and twentie French ships, all laden with Salt, Iron, Oile, and no woorse merchandize.

The priuiledges of the fiue Ports.

The priuiledges of these Ports, being first granted by Edward the Confessour, and William the Conquerour, and then confirmed and increased by William Rufus, Henrie the second, Richard

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the first, Henrie the third, and king Edward the first, be very great, considering either the honour and ease, or the freedome and exemption, that the inhabitants haue by reason of the same.

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<The first volume of Hakluyt's 'Voyages' was published in 1598, only to be recalled. Minus the last seven leaves (they contained a report of the attack on Cadiz in 1596), it was reissued in 1599, jointly with volume 2. In both its original and its censored form, volume 1 included this account of the early history of the Cinque Ports taken from the second edition of Lambard's 'Perambulation of Kent' (1596). – C.F. May 2010.>