

## THE EARLY LIVERPOOL PRIVATEERS.

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LIVERPOOL is fortunate in possessing complete files of her eighteenth century newspapers. While these original evidences, since amplified by the work of Gomer Williams (*Liverpool Privateers and Slave Ships*) and R. Stewart-Brown (*Liverpool Ships in the Eighteenth Century*), throw much light upon local shipping history during the second half of the eighteenth century, neither the newspapers nor the historians afford us much information regarding men and ships of the first fifty years of the century. The following pages are submitted with the hope that they may bridge, to some extent, this gap in the city's maritime history.

Other than a few contemporary drawings of river and sea-going craft shewn on early plans and maps of the town, there is little evidence available as to the rig and construction of these early Liverpool vessels. Apparently, they had their characteristics. The *Gentleman's Magazine* for June, 1740, describes a Spanish privateer-ship as "A Three Mast Ship, about 120 Men; a Lion's Head, her Stern and Quarters painted Blue, her Sides tarr'd, streight sheer'd, two Top-gallant Yards rigg'd aloft, her Mizzen Top-Top-Mast and Top-gallant mast both in one, and very much resembles a Liverpool ship." Another description in the same magazine for June, 1752, reads:—"The *Clayton*, snow, Patrick, of Liverpool, 200 tons, a lion's head, taut mast, square rigged, has four two pounders and ten swivel guns, carries two topgallant yards and swims by the head and sails well on a wind; but indifferently large, was taken in March last by a pirate which was the 3 sisters (*Three Sisters*) long boat, Jackson, of Liverpool." Gomer Williams describes a Mersey slave ship of the period as a snow, of about 140 tons, square sterned, 57 feet keel, 21 feet beam, five feet between decks, nine feet in the hold.

Of the hazards and risks of sea-borne trade in the opening years

of the century, there is ample evidence. On 16 January, 1702-3, Thomas Johnson, Liverpool's leading merchant and shipowner, wrote to his colleague or partner, Richard Norris:—"I am sorry ye loss of ye *Society*. Ye men are saved. Pray was any great cargo on board?" and, again, on 22 October, 1703: "Addison brought news of ye capture of ye *Blessing*, within two leagues of the island of Antigua. Nothing insured." These are typical of numerous references to local shipping casualties contained in the Norris Papers preserved at the Liverpool Public Library. Among the State Papers calendared in the Colonial Series are documents attached to a petition from Sir Thomas Johnson to the Lords of the Treasury, dated 12 March, 1708, including a copy of a warrant from the Governor of Barbadoes for the arrest of William Bushell, master of the Liverpool ship *Laurel*, for taking out of one of the boats of H.M.S. *Crown*, a seaman impressed from his (Bushell's) ship in accordance with the Government's warrant of immunity. Attached thereto is William Bushell's petition to the Governor stating that he had not seen the Governor's order, but went on board H.M.S. *Crown* to shew the home Government's order for the protection of his seamen, whereupon the Lieutenant knocked off his wig and ordered him off the war-ship, then followed him to his own ship and seized Bushell and four of the *Laurel's* crew. Bushell was afterwards released.

The following excerpts from contemporary newspapers indicate further the perils which Liverpool seamen faced in those days:—

*Weekly Journal, or British Gazetteer*, 13 Novr. 1725.

The *Hopewell* of and for this Place sailed from Barbadoes the 17th August last but has not since been heard of. Leverpool, November 7.

*Weekly Journal, or British Gazetteer*, 11 Decr. 1725.

A Letter from Barbadoes dated October 15 advises that the *Katherine* brigantine of Liverpool arrived there a few days before from Guinea and that the Master and his Men were seized and confined on a Suspicion of Piracy.

*The Gentleman's Magazine*, January, 1731.

The *Mary*, Captain Kenson, of Leverpool, bound for Jamaica, taken by Spaniards.

*The Gentleman's Magazine*, February, 1731.

The *Bridget and Kitty*, Captain Minshull, of Liverpool, lost in windward passage from Jamaica.

*Farley's Bristol Newspaper*, 21st October, 1725.

The *Submission*, from Malaga to and Cadiz for Liverpool cast away at Porthelly, Wales, and cargo lost, but crew saved. Captain Fletcher, master.

An example of a Liverpool shipmaster's ingenuity when attacked by an enemy privateer is described in the following extract from the Colonial Series of the Calendar of State Papers:—

1707. Antigua. March. About two months since a small galley belonging to Liverpool the evening before she made Antigua a French privateer sloop came up with her, lay by all night, and about 5 a.m. attacked the galley with a design to board her but the Leverpoole man having provided broken glass bottles with which he covered his decks and retired to his close quarters. As the privateer came up he so levelled his chase guns that he made a lane fore and aft on the French man's deck, who still advanced and boarded him, but finding it impossible to keep the galley's decks by reason of their warm fire from their close quarters powder chests, they were obliged to retire. . . . This is the more remarkable because almost every week since I have been at Antigua we have heard of our vessels being taken and carried into Martinico.

The *Gentleman's Magazine* for May, 1744, mentions an adventure of quite a different nature experienced by the Liverpool ship *Baline*, Captain Hughes, "bound to Guiney, of 200 tons, 12 guns, and 44 men, valued at £5,000, being forcibly struck by a Whale on her Bow and Main Chain, sunk in half an Hour but the Crew in their Long Boat and Yawl got to Ferreters Cover near Limerick in Ireland, after a very dangerous Passage of 6 Days and 60 Leagues."

Much interesting information concerning these early eighteenth century ships is contained in the shipping registers preserved at the Liverpool Custom House. The registers commence in 1739, the first vessel being entered in the following terms:—

John Williamson maketh Oath that the ship *Leverpoole* of Leverpoole, whereof William Kirkham is at present Master, being a Square Stern Brigantine burthen about fortyfive tons, British-built at Leverpoole in the year One Thousand Seven hundred and Thirty. And that himself and Samuel Seel are at present Owners thereof and that no Forreigner directly or indirectly hath any Share Part or Interest therein. Dated. at the Customhouse Leverpoole the Fifteenth day of January 1739.

From the registers, it is possible to obtain a glimpse of the ships and men who were to become a veritable scourge to the French

and Spanish war-vessels and corsairs which harassed our trading ships in the Atlantic and Mediterranean. Between 1702 and 1711, Liverpool merchants fitted out twenty-nine privateers of varying sizes and tonnage, but the number increased in succeeding years. Letters of marque and reprisal were authorised in 1739 against the Spaniards, but Liverpool merchants do not appear to have availed themselves of this opportunity for reprisals until the French declared war against Britain in 1744. In that year, according to Gomer Williams, the Mersey boasted four privateerships, the *Thurloe*, *Old Noll*, *Terrible* and *Admiral Blake*. So far, authentic details of the *Old Noll* only have been available locally, and war conditions have not permitted a search of the lists of letters of marque preserved at the Public Record Office. In the Liverpool registers, the *Old Noll* is described as a "hackboat" sterned ship of 250 tons, built at Norfolk, Virginia, in 1743, and registered at Liverpool in 1744 in the following ownership:—

|                       |                     |
|-----------------------|---------------------|
| Charles Goore         | William Bulkeley    |
| Samuel Reid           | Jno. Clayton        |
| Levinus Unsworth      | Arthur Heywood      |
| Isaac Oldham          | Thos. Backhouse     |
| Joseph Manesty        | Nath. Basnett       |
| Samuel Ogden          | Thomas Seel, junior |
| John Knight           | William Whalley     |
| John Parr             | William Penketh     |
| James Ross            | Edward Roughsedge   |
| James Gildart         | Ellis Cunliffe      |
| Robert Cunliffe       | Jno. Brookes        |
| John Hardman          | William Williamson  |
| Roger Brooks          | John Bostock        |
| John Atherton         | Edward Forbes       |
| James Powell, master. |                     |

All were leading merchants, and their names are today perpetuated in the street nomenclature of Liverpool. The *Old Noll's* armament consisted of twenty-two guns, and she carried a crew of 180 men and boys. Her exploits have been recorded by Gomer Williams, but her victims can be identified from the following extracts from the Liverpool shipping registers:—

*Defiance*, 70 tons, square sterned, foreign-built. French prize, taken by *Old Noll* and condemned 23/10/1744. Master: William Caulfield. Registered Owners:—William Penketh, Robert Fillingham, Edmund Ogden, John Hulton, Francis Hanley.

*Nymph*. 80 tons, square sterned, foreign-built. French prize taken by *Old Noll*, and condemned 23/10/1744. Master :—Edward Anyon. Registered Owners :—John Hardman, Samuel Ogden, Edward Forbes, Samuel Reid, and William Williamson.

*Postilion*, 90 tons. Square sterned, foreign-built. Two decks, two masts. Taken by *Old Noll*. Condemned 23/10/1744. Ex the *Postilion*. Registered owners on 12/7/1745 :—John Hardman, Samuel Ogden, Samuel Reid, Edward Forbes, William Williamson. Master : Thomas Marsden.

*Virginea Merchant*, 140 tons. A French prize. Square-sterned ship, formerly *Ville de Nantes*, taken by *Old Noll* 14/5/1745. Master :—Richard Hutchinson. Registered Owners :—John Brooks, Joseph Brooks, and John Hardman.

In November, 1745, however, the *Old Noll* was sunk, with all hands, by the French squadron from Brest. In the Liverpool register she was officially described as a privateer, as distinct from being a letter of marque ship. Local historians have used the word "privateer" rather loosely, with the result that Liverpool has been credited with an unduly large number of so-called privateers. Strictly speaking, a privateer was a privately armed vessel, carrying no cargo and exclusively devoted to war-like use under the King's commission. Letters of marque usually were armed ships carrying cargoes in their legitimate trade routes, and received their designation from the letter which each carried authorising the master and owners to attack or defend themselves against enemy ships and to take prizes. Thus, they stood in a different category from the privateer or privately armed cruiser.

One Liverpool vessel carrying letters of marque at this period was the "frigate" *Pemberton*, 20 guns, 70 men, commanded by John Nunes or Nuns. The son of a master mariner, Nunes was born at Liverpool on 5 November, 1710, and at twelve years of age, was bound to one Pemberton, a prominent merchant of Liverpool and Chester, to serve an apprenticeship at sea. At 18 years of age, he became chief mate of the *Pemberton* and sailed her in that capacity or as master for fifteen years. Nunes had a most eventful sea career, but was never known to curse or swear and was never intoxicated. In 1746, while commanding the *Pemberton*, at Jamaica, prior to returning home to England,

he joined company with the Liverpool ship *Armitage* (250 tons, a prize taken from the French, commanded in 1743 by John Syers and owned jointly by Robert Armitage, Thomas Ball, John Rigby and Richard Cribb) and another vessel. Nunes was appointed commodore of this little squadron. When nearing Martinique they were chased by two enemy privateers of considerable force. Nunes made signal for defence, but his two consorts disobeyed and sheered off, leaving the *Pemberton* to defend herself. The enemy bore down upon her very rapidly and launched a long boat crowded with men, in an attempt to board the Liverpool ship. Nunes and a small company beat the boarders back into their own boat, while the remainder of the *Pemberton's* crew kept the engagement going at a distance and to such effect that the two privateers made off towards Martinique with considerable damage. The *Pemberton's* galleries were shot away, and she sustained severe damage to her masts. Robert Grayson, the mate (an ancestor of the shipbuilding family of Graysons) had his arm shot away; Carruthers, an apprentice, was wounded in the thigh; while one man and a boy were killed, and the carpenter and another boy later died of wounds. Robert Grayson, in 1750, was master of a second vessel named the *Pemberton*, a round-sterned ship of 250 tons, built at Newbury, U.S.A., in 1748, and owned by James Crosbie, Bryan Blundell, Richard Blundell, James Shaw and John Backhouse. The owners of the first *Pemberton* acknowledged the services of John Nunes by presenting him with a piece of plate inscribed:—

The Gift of the Owners and Insurers  
of the *Pemberton* frigate  
to Captain John Nunes  
For bravely defending the same  
Ship near Martinico, 1746.

It is not clear that the *Ann Galley*, mentioned by Gomer Williams and other writers, was a letter of marque. A small sloop of 100 tons, built on the Thames in 1737, she was registered at the Liverpool Custom House in 1744, under the ownership of W. Whalley, Richard Nicholas, Peers Legh, and the master, Nehemiah Holland. She mounted four 1½ pounder carriage guns,

six muskets, six pistols and six cutlasses, and her crew consisted of fourteen men under Captain Holland. On 21 August, 1746, when in sight of Antigua, she was attacked by a French privateer, armed with ten 6-pounders and manned by a hundred sailors. Three times the Frenchmen boarded the Liverpool ship, and each time were driven off, ultimately leaving eighteen dead on the deck of the *Ann Galley*, with fifty to sixty wounded on their own ship. During this engagement the Liverpool vessel took fire twice, and certainly owed her safety to the precautions which Nehemiah Holland made to receive the original attack. These included the erection of a barricade to protect the crew against boarders, and the laying of trains of powder, contrived to explode each time a boarding assault was made. Upon returning to Liverpool this sturdy commander received a silver punch-bowl in recognition of his services. An indication of the profits made by Liverpool ships of that period may be obtained from the fact that the *Ann Galley*, in 1751, was owned and fitted out by six shareholders at a cost of £1,219, in addition to the value of her outward cargo, £385, to Africa, where the ship took slaves on board for Antigua, where they were exchanged for a cargo of cotton, sugar, etc., for Liverpool. This triangular voyage produced a net profit of £3,287. A similar voyage, in 1752, brought in £8,000 to the owners.

Captain Nehemiah Holland is named many times in local annals of that period. As in the present days of war, Dame Rumour busied herself in those old days, as the following excerpt from Williamson's *Liverpool Advertiser* of 28 March, 1760, reveals:—

It is with pleasure that we acquaint the public that Capt. Nehemiah Holland of the *Lime said to be dead and his vessel taken* after a stout resistance, has arrived at Guadeloupe. We hear that the author who caused the false account to be inserted in Lloyd's List will be prosecuted; as such reports are of dangerous consequence to trade in general. Mr. Holland's relations here were gone into mourning.

A month later, the *Lime* arrived safely at Liverpool from Antigua with a cargo of "Elephants teeth, wine, etc." Captain Holland remained in the West Indian trade for many years. Here is an entry from the records of the Liverpool Fireside Club:—"Captain Nehemiah Holland hath bought a fair wind this 25th day Jany. 1776, on his voyage from Jamaica. May he prosper."

In 1778, Holland, while commanding the ship *St. Peter*, captured a French East Indiaman worth £200,000, but both were subsequently recaptured by a French 74-gun ship. Born at Walton in 1713, this venerable Liverpool mariner was an ancestor of the late Walter Holland, partner in the well-known firm of Lamport and Holt, Liverpool, who, curiously enough, resided for many years at Carnatic Hall, Mossley Hill, originally built and receiving its name from the privateering fortunes of a later eighteenth-century shipmaster and merchant. Nehemiah Holland died at Liverpool on 6 April, 1788.

Another vessel shewn in the shipping registers preserved at Liverpool is the *Lyon d'Or*, a square-sterned ship of 250 tons, Edward Loxam, master. She was a prize captured from the French on 31st December, 1744, by H.M.S. *Port Mahon*, (Hy. Aylmer Smith, commander) and re-named *Golden Lion*. On 9 April, 1745, she was registered at Liverpool in the names of William Bulkeley and Charles Goore. For a year or two she was employed as a privateer, and Gomer Williams, who describes her as a "sloop", devotes several pages to her subsequent career as a whaling ship at the Greenland fishery, for which she sailed, under a wide co-partnership of Liverpool merchants, in 1750.

Although many of the early eighteenth-century Liverpool-owned vessels were built on the Mersey foreshore, quite a number were Plantation-built and brought to Liverpool for sale or re-registry. They included a number constructed at Newburyport, Mass., U.S.A., one of the earliest being the *Charlton*, a square-sterned vessel commanded by Timothy Wheelwright and registered at Liverpool on 29 September, 1744, in the names of Benjamin Holme, William Whalley, William Topham, John Gardner, and Robert Hallhead. Timothy Wheelwright later commanded the *Telemachus*, 140 tons, built Newburyport, 1747; and two years afterwards he was master of the square-sterned snow *Hillary*, built at Liverpool in 1746 and owned by Richard Golightly, Richard Hillary, W. Farrington, and John Salthouse. On 7 October, 1744, Wheelwright married Dorothy Salthouse, of Liverpool, at Childwall Parish Church. In 1752 he became master of the snow *Herring*, built at Newburyport in that year and owned by Thomas Johnson and Company. In 1758, he

commanded the ship *Molly*, of Liverpool, captured by the French while on passage from the Gold Coast and carried into St. Domingo, but later recaptured and taken into Jamaica. There is no further record of Timothy Wheelwright, who may well have been an ancestor of William Wheelwright who, a century ago, founded the Pacific Steam Navigation Company, and who was born at Newburyport, U.S.A.

As a possible aid to genealogist and history student alike, a list of these early Liverpool ships is appended. Among them are several owned or partly owned by Joseph Manesty. These were engaged in the slave trade, several being commanded by John Newton, who afterwards entered Holy Orders and became the companion of the poet Cowper. His career is dealt with extensively by Gomer Williams in *Liverpool Privateers*. Readers of that work will be able to discern also from the appended list the names of ship-masters commanding letters of marque who were later to become a veritable and constant menace to enemy commerce. These were the forerunners of Fortunatus Wright and his successors, who made the Mersey port famous from a privateering standpoint. The years under review mark a transition from the buccaneering type of privateer commander to a more cultured man of action—a transition best expressed in the words of H. S. Vaughan (*The Voyages and Cruises of Commodore Walker*):—“The old, rough pattern of privateer commander had begun to give way to an educated and public-spirited type of officer, who did more thinking and less cursing, and was at least the equal of the average naval officer of the period in intelligence and bravery. Of such men were Fortunatus Wright, William Hutchinson, James Talbot, Captain Phillips, and Commodore Walker.”

In *Liverpool Privateers* there appears an extensive memoir of the Liverpool corsair, Fortunatus Wright, and he has recently appeared as a principal character in a delightful book entitled *Mr. Bulkeley and the Pirate*, by B. Dew Roberts, which concerns two volumes of a diary kept by William Bulkeley, squire of Brynddu, Anglesea. Fortunatus was the son of John Wright, a master-mariner, whose name is commemorated in an epitaph which appeared on a gravestone in St. Peter's Churchyard, Liverpool, a site now covered by a large departmental store:—

Here lies the Body of Captn.

JOHN WRIGHT, mariner.

He was attacked by Two Ships of War and gallantly defended himself for many hours but by their too great force of men and guns was obliged to yield at last. Here also lieth his truly beloved relict PHILIPPA. She died 5 April, 1757, aged 71. She was a pattern of Industry, a sincere Friend to the distress'd and a peace maker. These were the venerable parents of the brave FORTUNATUS WRIGHT, who was always victorious and humane to the vanquished. He was a constant terror to the Enemies of his King and Country.

The date of birth of Fortunatus Wright is not known, his name being first mentioned in his father's will, dated 26 April, 1717, proved at Chester in June of that year. The elder Wright left his estate in Wallasey, Cheshire, to his eldest son Samuel, then under 21 years of age, subject to payment of sums of money to his younger children Fortunatus, John, and an infant not then born. The will mentions also his dwelling-house at Liverpool. John Wright left annuities to his mother, and to his brother Thomas Wright. The executors were his widow, Phillippa; David Painter, of Dale, county Pembroke; and Charles Owen, of Liverpool. The will was witnessed by William Young, James Brownbill and John Plumbe.

Fortunatus is next recorded in the parish register of St. Hilary's church, Wallasey :—

1732. Novr. 30.          Fortunatus Wright and  
Mrs. Martha Painter, spinster, by virtue of  
a licence from the Chancellor.

In April, 1734, he was admitted freeman of Liverpool, on payment of 3s. 4d. There is no record of Wright serving an apprenticeship at Liverpool, and in the Borough Poll Book of 1734, he is described as a merchant. On 17 March, 1737/8, however, his name appeared as far from the Mersey as Brynddu, in Anglesea. "Today," wrote William Bulkeley, the squire, "came here Mr. Fortunatus Wright, a *Brewer and Distiller* of Liverpool, with Letters of Recommendation from Mr. William Parry, of Dublin." It may be assumed that Wright's first wife had died, and that he was now a suitor for the hand of Mary Bulkeley,

the squire's daughter. Within a few days, both were *en route* for Ireland, *via* Holyhead where, according to the diary of her distressed father, it seems certain that the young lady was seduced by the Liverpool distiller. A few days later they were married at Dublin where the following entry appears in the register of the parish church of St. Peter and St. Kevin :—

Fortunatus Wright to Mary Buckely,  
married by licence 22 March, 1738.

In so far as Anglesea life is concerned, the early years of this marriage are amply covered by the pages of *Mr. Bulkeley and the Pirate*, but little light is thrown upon Wright's activities at Liverpool, and there is certainly not any evidence of his following a seafaring career at that period. It might be reasonable to assume that he was associated in some manner with John Earle who, in 1735, occupied the Tower of Liverpool, or part of it. In 1738, the Town Council decided that the common gaol, then situated on Castle Hill, was too small and, finding that there was an opportunity for leasing the vaults and rooms in the Tower, lately occupied by John Earle, they opened negotiations for a tenancy of the whole Tower, and a lease of 99 years at £28 a year was thereupon agreed. In the Borough Treasurer's cash book, preserved at the Liverpool Public Library, there is an entry which almost coincides with the date of the agreement abovementioned :—

|                                           |          |
|-------------------------------------------|----------|
| 1738. Oct. 18. By Mr. Fortunatus Wright's |          |
| bill for New Prison                       | £4 10 10 |

and in the borough treasurer's ledger appears the following entry :—

|                                          |          |
|------------------------------------------|----------|
| 1738. 29 Sept. Charges Fixing New Prison |          |
| To Pd Fortunatus Wright                  | £4 10 10 |
| To Pd Trustees Mr. Earle for             |          |
| Lead Cestron                             | £12 5 0  |

Here, it should be noted that John Earle is shewn, in the *Gentleman's Magazine* for January, 1739, as a bankrupt. There are subsequent entries in the Corporation Books regarding the prison, but they are in the name of Owen Prichard, who was

mayor in 1745, and who acted as agent for, or was a relative of, William Bulkeley, the Anglesea squire.

While Liverpool records do not give any further notice of Fortunatus Wright during these years, the Bulkeley diary throws some light upon his movements. In November, 1741, Wright visited his wife and father-in-law at Brynddu, and in February, 1741/2, husband and wife left Anglesea "on their way home to Liverpool." It would seem, however, that Mary Wright never reached the Mersey port in company with her husband, for the diary states that, in April 1742, she was still at Beaumaris. There is no further reference to her in that volume of the diary, and, unfortunately for the biographer, the middle volume, covering the years 1743-1747, is missing.

Suddenly, within a few weeks of the April 1742 entry in the diary, the historian is confronted by Fortunatus Wright as far distant as Leghorn, in Italy. On 20 June, 1742, Horace Mann, British Resident at Florence, wrote to his friend Horace Walpole, mentioning "a mad Englishman, one Wright, who attempted to storm the town and republic of Lucca. Which horrid design was manifested by his obstinate refusal to deliver a couple of Pistols to the Guards at the Gate ; and his presenting one of them cocked at the Corporal and twenty soldiers that demanded them of him." Thirty more soldiers and a colonel were necessary to take Wright into custody. A Lucchese nobleman interceded for Wright, who was banished or expelled under guard and forbidden to return to the Republic. The D.N.B. states that Fortunatus Wright left Liverpool with his wife and family in 1741, but the Bulkeley Diary corrects that date, and it is curious to note that according to the Liverpool Town Books, an application was made, in June, 1743, for renewal of the lease of a house in Strand Street, the property being described as "the house wherein Fortunatus Wright lives."

Wright next appears in a still more startling rôle, in 1744, in Mediterranean waters, i.e., as "Captain Fortunatus Wright, of the brigantine *Fame*, privateer." What is the explanation of this sudden metamorphosis from brewer into privateer-commander? As the son of an old sea-dog, the sea would no doubt be in his blood, but obviously he had never followed any maritime profession. His rapid transition from Liverpool to Leghorn in

1741 to 1742 invites speculation. Was he "impressed" at Beaumaris, while journeying to Liverpool with his wife in 1742? If so, this news would have reached the Anglesea Squire very speedily and was surely worth inserting in the Diary, but there is no such entry. There is a more likely explanation in Wright's trading associations with the Earle family. John Earle had a son, Thomas, who resided at Leghorn, where he held a partnership with Thomas Hodgson, under the style of Earle and Hodgson, merchants; and the privateer *Fame*, which Wright commanded in 1744, is known to have been fitted out by the merchants at Leghorn. It is probable that Earle and Hodgson were her actual owners.

The story of the next few years of Wright's career in the Mediterranean has been told by Gomer Williams, and there are glimpses of it in *Mr. Bulkeley and the Pirate*. Both authors assume that Fortunatus Wright never returned to England, and the diarist states that Mary Wright and some of her children set out to join her husband at Leghorn in 1748. There is evidence, however, that Fortunatus either made voyages to Liverpool or his wife visited him occasionally in Italy or elsewhere, as revealed by the following baptism entries in the register of St. George's Parish Church, Liverpool:—

Jane, daughter of Fortunatus Wright, merchant.

born May 23, 1744. baptised June 20, 1744

Mary, daughter of Fortunatus Wright, merchant.

born June 19, 1746. baptised, August 11, 1746.

It is important, too, to notice the vocational description. Wright's second-in-command of the brigantine *Fame* was William Hutchinson, who later figured prominently in Liverpool maritime affairs. The precise date at which Hutchinson made Wright's acquaintance is not clear. The former, in his *Practical Seamanship* (the first treatise ever to deal with merchant ship-building and navigation from a scientific standpoint) refers often to his early career as sailor and commander, but lack of dates and names of places makes it impossible to estimate the date or manner of his meeting with Wright, whom he mentions several times in terms of high esteem both as to character and to ability as a naval commander. That Wright and Hutchinson were in

harness together in 1745 may be inferred from a letter which appears in the correspondence of Lewis, Richard, William and John Morris, 1728-1765. The letter, as under, is dated 2 January, 1746 :—

Captain Fortunatus had been but one voyage at Mahone before he went out on their privateering expedition to the Levant. I've had an account of his proceedings all along from Leverpool. I'm afraid the estimate at £400,000 (said to be the value of prizes taken by Wright during his Levant cruize) is rather too much. He is now at Leghorn where he stays to get his prizes condemned and to settle his affairs with his factors, *and has sent his first lieutenant out in the Fame on a cruize of three months.*

Hutchinson states that during the war in 1746 he was in a frigate-built ship in the Leghorn trade "that carried twenty six-pounders on her main-deck and went cruising in the Mediterranean." Again, he refers to being in an East India-man fitted for cruising in 1746, and "a little after I got command of a very extraordinary slight ship built at the island of Malta." This last-mentioned vessel might well have been the *Fame*, brigantine.

Picton, Brooke, and other Liverpool historians state that Hutchinson was concerned with Fortunatus Wright in purchasing and fitting out the *Loestoffe*, a 20-gun frigate of war, in 1750. This was obviously taken from Hutchinson's *Practical Seamanship*, but it seems clear that the *Loestoffe* was purchased and fitted out at a point far distant from Leghorn, for Hutchinson also states that he was travelling through France in 1749, and it has been impossible to trace the *Loestoffe* anywhere in the vicinity of the Mediterranean in 1749 or 1750. In the shipping registers preserved at Liverpool, however, there appears the Thames-built, square-sterned ship *Loestoffe*, 400 tons, registered under the ownership of Thomas Earle, Thomas Hodgson of Leghorn, and William Hutchinson, the last-named being also shewn as master. The *Loestoffe*, according to the registry, was built in 1742. Thus, there is firm evidence of a connection between the mercantile firm of Earle and Hodgson and the privateering ventures of Wright and Hutchinson. It is possible that Hutchinson cruised in the *Loestoffe* in the Mediterranean in company with or under command of Fortunatus Wright, but there is little evidence of

Wright's association with him later than 1755, Hutchinson being appointed a few years later to command of the Liverpool privateer *Liverpool*, which made several successful cruises from the Mersey. In 1759, William Hutchinson became Liverpool's first dock-master. He was responsible for compilation of the tide-tables still in world-wide use today, and encouraged many other local enterprises and ventures. It is not intended, here, however, to outline his career, and an adequate memoir of this versatile mariner may well be left over to more propitious times. An indication of his character can be gained from the following obituary notice which appeared in Gore's *Advertiser* of 12 February, 1801:—

DIED. On Saturday morning, universally lamented, Mr. William Hutchinson, aged 85. Of him it may be truly said that he steered through the voyage of life under the direction of the great Captain of our Salvation without ever deviating a point from moral rectitude; he was a friend to the fatherless and made the widow's heart sing for joy. To his indefatigable exertions we are indebted by great measures for the superior advantages we enjoy as a commercial port, and the institution of that laudable society for the relief of widows and families of masters of vessels will ever make his remembrance be held dear by that useful body of people.

Meanwhile, Fortunatus Wright at Leghorn had suffered imprisonment by the Tuscan authorities from December 1747 to June 1748, and during the next few years seems to have settled down to life as a merchant at that port, while Hutchinson traded in Wright's vessel to the West Indies. Approaching war with France soon set Wright to work building another ship, the *St. George*, and upon declaration of war he commenced to fit out this new vessel for a cruise. Knowing his abilities and reputation, the Tuscan authorities, who were partial to the French cause, put every obstacle in the way of his sailing from Leghorn. Ultimately, they permitted him to fix his armament at four small guns, with a crew of 25 men, thus rendering him relatively harmless to the enemy. On 25 July, 1756, Wright shewed characteristic astuteness by sailing out of Leghorn, with permission, in company with three or four merchant ships. These, however, carried *between* them a sufficient force and men to provide full equipment for the *St. George*. Once clear of the

harbour, Wright promptly took on board 12 guns and 55 men from the merchant ships. This was timely, for outside lay a large French xebec, 280 men, 16 carriage guns and a number of swivels, fitted out for the express purpose of capturing the Liverpool privateer, for whom the French King, in view of damage caused to his shipping, offered the honour of a knighthood and 3000 livres per annum for life to whoever should bring Wright to France dead or alive. At 8 a.m. on 26 July, the Frenchman bore down upon the *St. George* and her convoy. Wright made signal to the latter to run and save themselves. He then lay for the enemy, and at about noon the engagement began, almost in sight of nearly 12,000 French sympathisers on the Tuscan shore. Within 45 minutes, the *St. George* silenced the Frenchman, who sheered off. Wright thereupon deemed it prudent to go and protect his convoy rather than engage two other enemy privateers which had suddenly appeared. Accordingly, he brought the merchant ships into Leghorn next morning. During the engagement, Wright lost his lieutenant and four men, but the French vessel suffered severely, one shot from the *St. George* carrying away her prow, on which there clung thirty men who had attempted to board the English ship, and it is believed that the French lost eighty men, including their captain and lieutenant. For his services in this action, Wright received a gift of £120 sterling from the merchants of the English factory at Leghorn.

The *St. George* had no sooner anchored in Leghorn harbour than the Governor ordered her commander to bring the vessel within the Mole under pain of being brought in by force. Wright refused to obey, whereupon two Italian snows anchored alongside of him. The Liverpool man immediately placed himself in the hands of the British Resident, who demanded instant satisfaction from the Regency. The sequel to that demand is best described in the words of Williamson's *Liverpool Advertiser* of 15 October, 1756:—

Extract from a letter from Leghorn to a Gentleman in this Town dated September 28th. Agreeable to my last on the 23rd Instant, the Men of War arrived, Sir Edward Hawke demanded Capt. Fortunatus Wright, the Express sent to the Regency of Florence brought for Answer That they must submit and deliver up Captain Fortunatus Wright for there

was no repelling Force. Accordingly the Guards delivered him on the 25th. The Men of War carried him off in Triumph in company with a Number of Merchant Men that were lying here waiting for a convoy. Capt. Wright has got 150 Brave Fellows on board his Ship, with whom it's presumed he will revenge himself if Opportunity offers. The Fort fired by way of Disapprobation at parting with him three Guns but not with any Design to do any Damage.

Others have described the further depredations which Fortunatus Wright, in the *St. George*, made upon French shipping in the Mediterranean, and for the purposes of this memoir there only remains a need to append the following paragraph from William-son's *Advertiser* of 27 May, 1757:—

London, May 19. A private Letter from Leghorn brings Advice that Capt. Fortunatus Wright of the *King (?) George*, a Letter of Marque Ship, having sailed from Malta with a French Prize for the said Port met with a great Storm on the 16th March during which the Officer that had charge of the Prize went down into the Cabin or under the Hatches to bring up certain colours to hoist Signals of Distress or Danger, as there was a French Privateer in Sight; but when he came on deck again the *King George* was no longer to be seen, so that there is Room to fear this gallant Officer with 60 Stout Fellows are all gone to the Bottom. The Prize made the Port of Leghorn and there gave this Account.

Again, on 20 January, 1758, the *Liverpool Chronicle* reported:—

"The Loss of the brave Fortunatus Wright in a Storm in May last immediately after sending a prize into Malta is confirmed by letters from Leghorn.

Such, in brief, is the story of Liverpool's Mediterranean corsair. Glimpses of his personal traits may be obtained from the pages of *Mr. Bulkeley and the Pirate*. In some respects he was, to use modern vernacular, "a bad egg". His seduction of Mary Bulkeley, his quarrels with her while in England, and his indifferences during their life at Leghorn rather dim the romantic halo placed around him by Gomer Williams and other writers. That he was one of the pioneers of the cultured type of privateer-commanders is certain. Professor Laughton, who saw his handwriting, avers that it was the hand of an educated man, unaccustomed to the hard usages of the sea; and the respect which he apparently earned from the Earle family and others points also to a social status or, alternatively, a plausibility which

proved most convincing. Obviously an enterprising and courageous commander, he is worthy of a small niche in our naval history, and Smollett evidently deemed him so. Wright also seems to have possessed a very generous disposition, for there is no evidence of his family or himself ever deriving permanent affluence from the vast prize moneys which were earned by his audacity and skill. In 1764, his will was administered at Chester to David Wright, of Liverpool, Merchant and Brewer (who was the principal creditor) and others, and the naval hero is described as "Fortunatus Wright, late of Liverpool, but at the time of his death Captain of the *St. George* Private Ship of War in ye Mediterranean, mariner, deceased." David Wright was a younger brother of Fortunatus.

In conclusion, here is a note of the issue of the two marriages of Fortunatus Wright :—

By Martha Painter, whom he married in 1732 :—

|           |      |                  |
|-----------|------|------------------|
| Martha    | Born | ?                |
| Phillippa | "    | ?                |
| Grace     | "    | Liverpool, 1735. |
| Susannah  | "    | Liverpool, 1736. |

By Mary Bulkeley, whom he married at Dublin, 1738.

|                  |      |                      |
|------------------|------|----------------------|
| Ann              | Born | Brynddu, 1738.       |
| William          | "    | Liverpool, 1739.     |
| Jane             | "    | Liverpool, 1741.     |
| Jane             | "    | Liverpool, 1744.     |
| Mary             | "    | Liverpool, 1746.     |
| William Bulkeley | "    | ? Died Leghorn 1756. |

Philippa, above-mentioned, married Charles Evelyn, a grandson of the famous diarist, and their daughter married Lieutenant John Elworthy Fortunatus Wright, who became a dockmaster at Liverpool, and who was a nephew of Fortunatus himself. Mary Wright married Captain Thomas Dwyer, of Liverpool; while Anne (who became the heiress of Squire William Bulkeley) married William Hughe of Plas Coch, Wales.

My thanks are due to the Honourable the Commissioners for Customs, London; the Collector of Customs, Liverpool; and to the City Librarian and his staff at Liverpool for their permission to search local records.

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## APPENDIX

## SOME LIVERPOOL-OWNED VESSELS, 1700-56.

COMPILED from the Registers of Shipping preserved at the  
Liverpool Custom House (1941)

|                 |                                                                                                                                                                                    |          |
|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| LIVERPOOLE.     | Square stern brigantine.<br>Built Liverpool 1730. Wm. Kirkham, master.<br>Owners: John Williamson and Samuel Seel.<br>Registered 15 Jan. 1739.                                     | 45 tons. |
| JOHN & BETTY.   | John Murdock, master.<br>Owners: Godfrey Green, Robert Hampson and<br>John Murdock. Registered 26 Jan. 1739.                                                                       | 70 tons. |
| TRYALL.         | Pink stern sloop.<br>Built Liverpool 1734. Robert Linaker, master.<br>Owners: Robert Linaker and Samuel Powell.<br>Registered 2 April 1740.                                        | 35 tons. |
| DEANE SWIFT.    | Pink stern brigantine.<br>Built Liverpool 1740. John Murdock, master.<br>Owners: Arthur Heywood, Spencer Steers,<br>Anthony Green, and Thomas Bolton (Dublin).<br>Registered 1740. | 50 tons. |
| LIVERPOOLE.     | Square stern brigantine.<br>John Williamson, master.<br>Owners: The master and James Droomgoole of<br>Drogheda. Registered 1740 (re-registry?).                                    | 45 tons. |
| DISPATCH.       | Sloop.<br>Built Warrington, 1738. Thomas Clarkson, master.<br>Owners: John Robinson of Warrington and<br>Edward Taylor. Registered 1740.                                           |          |
| VERNON.         | Sloop.<br>Built 1733. Thomas Hamlett, master.<br>Owners: W. Cole, Ellis Cunliffe, Wm. Topham.<br>Registered 1740.                                                                  | 30 tons. |
| NEWRY MERCHANT. | Square stern brigantine.<br>Built Preston, 1735. Robert Campbell, master.<br>Owners: The master and George Campbell.                                                               | 45 tons. |
| JOHN & ALICE.   | Sloop.<br>Built Liverpool, 1739. James Naylor, master.<br>Owners: John Gorrell of Warrington, merchant<br>and the master. Registered 1741.                                         | 40 tons. |

- TRUE LOVE. Sloop. 30 tons.  
Built Chester, 1730. Thomas Mathews, master.  
Owners: The master and Robert Johnson.  
Registered 1741.
- BETTY. 40 tons.  
Built Liverpool. Registered 1741.
- HOPEWELL. Sloop. 35 tons.  
Built Liverpool 1741. Joseph Wilson, master.  
Owners: John Williamson and the master.
- SALLY & BETTY. Sloop. 40 tons.  
Built 1732. Gilbert Rimmer, master.  
Owners: the master, Mr. Okill merchant, and Thomas Rimmer, merchant.
- ANN & MARY. Sloop. 37 tons.  
Built 1719. Robert Bell, master.  
Owners: Thomas Brownbill and Thomas Johns.
- HOPEWELL. 45 tons.  
Built Warrington 1734. Charles Pearson, master.  
Owners: Peter Pemberton, Nicholls and Brownell. Registered 1741.
- MEDITERRANEAN. Brigantine. 46 tons.  
Built Liverpool, 1742. James Hurst, master.  
Owners: John Okill and Wm. Marsh. Regd. 1742.
- DUBLIN TRADER. 40 tons.  
Built Liverpool 1742. Thomas Hamlett, master.  
Owners: Ellis Cunliffe, Robt. Armitage, Edward Forbes and the master. Registered 1742.
- ARMITAGE. 250 tons.  
French prize taken and condemned 5 Aug. 1743.  
Master: J. Syers. Owners: Robert Armitage, Tho. Ball, John Rigby and Richard Cribb.  
Registered 1743.
- CAROLINA. Square sterned snow. 80 tons.  
Built Liverpool 1743. John Wallen, master.  
Owners: Matthew Strong, Lawrence Spencer, Edmund Ogden, Wm. Gregson and Chris Wytell.  
Registered 1744.
- TRAFFORD. Square stern ship. 140 tons.  
Built Liverpool 1743. John Goad, master.  
Owner: Edward Trafford.  
Registered 1743.

- OLD NOLL. Hack sterned ship. 250 tons.  
Built Norfolk 1743. James Powell, master.  
Owners: Charles Gore and 28 Liverpool merchants,  
and the master.  
Registered 1744.
- TYGER. Square sterned ship. 175 tons.  
Built Liverpool 1744. Thomas Heyes, master.  
Owners: Jno. Brookes, John Brookes, and Joseph  
Brookes. Registered 1744.
- CHARLTON. Square stern. Timothy Wheelwright, master.  
Built Newburyport, 1739.  
Owners: Benj. Holme, William Whalley, William  
Topham, John Gardner and Robert Hallhead.  
Registered 1744.
- DEFIANCE. Square stern. 70 tons.  
Foreign-built. French prize taken by *Old Noll*, privateer and condemned 23 Oct. 1744.  
Wm. Cawfield, master.  
Owners: Wm. Penketh, Ed. Ogden, Robert  
Fillingham, John Hulton and Francis Hanley.
- NIMPH. Square sterned snow. 80 tons.  
French prize taken by *Old Noll* privateer and  
condemned 23 Oct. 1744. Ed. Anyon, master.  
Owners: John Hardman, Sam Ogden, Edward  
Forbes, Sam. Reid and Wm. Williamson.  
Registered 1744.
- CLEVELAND. Brigantine. 80 tons.  
Built Massachusetts 1743. John Robinson, master.  
Owners: John Rowe of Boston, Hugh Mathews,  
John Entwistle. Registered 1744.
- SCARESBRICK. Snow. 50 tons.  
Built Liverpool 1744. Robert Whalley, master.  
Owners: Robert Whalley and James Pardoe.  
Registered 1744.
- NORTH CAROLINA. Brigantine. 75 tons.  
Built Newburyport 1743. J. Nottingham, master.  
Owners: James Rowe and Bryan Blundell.  
Registered 1744.
- PHENIX. Brigantine. 70 tons.  
Built Connecticut 1739. Hy. Widdowson, master.  
Owners: Robert Seel, Samuel Seel, Thomas  
Seel, Thomas Seel, junr., John Hardman, Sam.  
Reid, John Knight, and Thomas Rawlinson.  
Registered 1744.

- ENTERPRISE. Snow. 50 tons.  
Built Newburyport, 1740. Jno. Thompson, master.  
Owners: Potter Fletcher and Jas. Pardoe.  
Registered 1744.
- ROBERT. Brigantine. 70 tons.  
Built London 1713. John Saunders, master.  
Owners: Foster Cunliffe, Ellis Cuncliffe,  
Robert Cuncliffe, Samuel Ogden, John Welch  
and Samuel Reid. Registered 1744.
- VINE. Snow.  
Built Liverpool 1733. Robert Walker, master.  
Owners: Ed. Lowndes, John Hardman, W. Whalley,  
Chris. Lowndes. Registered 1744.
- WYNSTAY. Schooner. 40 tons.  
Built Elizabeth River 1742. Jas. Carroll,  
master. Owners: Thos. Rawlinson, Thomas Seel,  
Thomas Seel, Junior, Samuel Seel, Robert Seel,  
John Knight, James Pardoe, Mungo Campbell,  
Hugh Dale, William Topham. Regd. 1744.
- DUKE OF ARGYLE. Snow.  
Built Liverpool 1729. Gilbert Rigby, master.  
Owners: Thos. Coppock and Thos. Washington.  
Registered 1744.
- CHANCE. Ship. 80 tons.  
Built Liverpool 1744. Arthur Gother, master.  
Owners: Joseph Manesty, Wm. Penketh, Edward  
Parr, Jnr., Edmund Ogden, John Clayton and  
John Parr. Registered 1744.
- JAMES. Snow. 50 tons.  
Built Liverpool 1718. R. Kennish, master.  
Owner: Will. Eaton. Registered 1744.
- PENELOPE. Brigantine.  
Built Boston 1744. Pat Allen, master.  
Owners: Robert Hesketh, Arthur Heywood,  
Richard Milnes, James Milnes, James Crosbie.  
Registered 1744.
- MONMOUTH. Snow. 80 tons.  
Built Newburyport 1744. Hy. Twentyman, master.  
Sole Owner: Thomas Backhouse. Regd. 1744.
- MERCURY. Snow. 100 tons.  
Built Liverpool 1744. Wm. Bacon, master.  
Owners: Thos. Backhouse, Levinus Unsworth,  
Arthur Heywood, Tho. Ward, John Armstrong,  
John Backhouse. Registered 1744.

|                    |                                                                                   |                                                                                                                                                                                                                                                                      |
|--------------------|-----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CLINTON.           |  | Snow. 80 tons.<br>Prize taken by <i>Thurloe</i> , private ship of war.<br>Ed. Lewis, master. Owners: Charles Goore and<br>Joseph Manesty. Registered 1744.                                                                                                           |
| FANNY.             |                                                                                   | Brigantine. 30 tons.<br>Built Liverpool 1743. Nich. Southner, master.<br>Owners: A. Heywood, James Gildart and<br>Henry White. Registered 1744.                                                                                                                      |
| BYRNE.             |                                                                                   | Ship. 80 tons.<br>Built Maryland 1740. Wm. Boats, master.<br>Owners: Thomas Seel and John Knight.<br>Registered 1744.                                                                                                                                                |
| GOLDEN LION.       |  | Square sterned ship, foreign-built. 250 tons.<br>Edward Thornton, master.<br>Owners: William Bulkeley and Charles Goore.<br>Ex French prize <i>Lyon d'Or</i> . Regd. 1745.                                                                                           |
| POSTILION.         |  | Square sterned, 2 decks, 2 masts. 90 tons.<br>Ex <i>Postillon</i> , prize taken by <i>Old Noll</i> privateer<br>and condemned 23 October 1744. Owners: John<br>Hardman, Sam Ogden, Sam Reid, Edward Forbes<br>and William Williamson. Registered 1745.               |
| VIRGINIA MERCHANT. |  | Square sterned ship. 140 tons.<br>Formerly <i>Ville de Nantes</i> taken by <i>Old Noll</i> .<br>Owners: John Brooks, Jos. Brooks, John Hardman.<br>Richard Hutchinson, master. Regd. 1745.                                                                           |
| BULKELEY.          |  | Formerly <i>Admiral of Bordeaux</i> , taken by <i>Thurloe</i> ,<br>privateer, 18 June 1745.<br>Chris. Baitson, master.<br>Owners: John Cunliffe, Ellis Cunliffe, Robert<br>Cunliffe, John Atherton, Sam Reid, Robert<br>Armitage, William Bulkeley. Registered 1745. |
| ST. GEORGE.        |                                                                                   | Square sterned brigantine. 50 tons.<br>Built Maryland 1736. John Grayson, master.<br>Owners: Robert Hallhead, Wm. Whalley, Richard<br>Nicholas, John Welch, Peers Legh, Robert Clay.<br>Registered 1745.                                                             |
| THURLOE.           |                                                                                   | Square sterned snow. 70 tons.<br>Built Rhode Island 1742. Wm. Bootle, master.<br>Owners: Wm. Bootle, Jos. Manesty, John Bostock,<br>Charles Goore. (Second Registry) 1745.                                                                                           |
| GEORGE.            |                                                                                   | Brigantine. 45 tons.<br>Built New England 1742. Robert Makin, master.<br>Owners: George Campbell, David Agnew, James<br>Ross. Registered 1745.                                                                                                                       |

- ADVENTURE.  Snow. 40 tons.  
French prize taken by *Terrible*, privateer.  
James Clymens, master. Owners: Thomas  
Washington, Thomas Coppock and James  
Hasleden. Registered 1745.
- ROSSINDALE. Snow.  
Built Portsmouth, New England 1741.  
Evans Jones, master. Owners: Robert Fillingham  
and Michael Williams. Registered 1745.
- RADBOURNE. Ship. 150 tons.  
Built London 1736. Thos. Ward, master.  
Owner: Thomas Backhouse. Registered 1745.
- QUEEN OF  
HUNGARY. Snow. 80 tons.  
Built Liverpool 1744. John Fowler, master.  
Owners: Robert Armitage, Richard Gildart,  
George Gildart, James Gildart, John Goodwin,  
Joseph Ashworth, Joseph Bird, Thomas Crowder,  
Jas. Cunningham and Joseph Brooks.  
Registered 1745.
- BLUNDELL. Snow. 120 tons.  
Built Liverpool 1745. John Crosbie, master.  
Owners: Arthur and Benjamin Heywood, James  
Crosbie, Samuel Shaw, William Blundell, Jno.  
Blundell, Richard Savage and John Crosbie.  
Registered 1745.
- QUEEN ELIZABETH. Ship. 200 tons.  
 Ex *Les Amiables Marthes* prize taken by the  
privateers *Terrible*, *Queen of Hungary* and *Triall*.  
Owners: Jas. Eaton, Samuel Seel, Hugh Bell,  
Thos. Pennington, Rd. Cowband, Robert Orrett,  
John Henderson, Richard Golightly, Thomas  
Harrison, John Sudden and James Barton.  
Registered 1745.
- ELIZABETH PRIZE. Snow. Two Decks. 90 tons.  
 Ex *Anna Sophia*, prize taken by *Elizabeth*,  
privateer of St. Christophers (Owen Lord,  
Commander). John Norris, master.  
Owners: Potter Fletcher and James Pardoe.  
Registered 1745.
- THREE FRIENDS. Ship. 60 tons.  
Built New England, 1741. Hugh McQuoid, master.  
Owners: Thomas Lane of London, David Agnew  
and others. Registered 1745.

|              |                                                                                                                                                |           |
|--------------|------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| REFORMATION. | Schooner.                                                                                                                                      | 20 tons.  |
|              | French Prize taken by privateer sloop <i>Mathew</i> .<br>John Wareham, master. Registered 1745.                                                |           |
| THOMAS.      | Snow.                                                                                                                                          | 80 tons.  |
|              | Ex <i>Griffin</i> , prize taken by <i>Terrible</i> , privateer.<br>William Smith, master.<br>Owner: Thomas Seel. Registered 1745.              |           |
| DALTON.      | Snow.                                                                                                                                          | 150 tons. |
|              | Built Liverpool 1745. Wm. Postlethwaite,<br>master. Owners: John Okill, William Postle-<br>thwaite, Jas. Tyrer, Ed. Marsh.<br>Registered 1745. |           |
| ANN GALLEY.  | Square sterned sloop.                                                                                                                          | 100 tons. |
|              | Thames-built 1737. Nehemiah Holland, master.<br>Owners: W. Whalley, Richard Nicholas, Peers<br>Legh, and the master. Registered 1746.          |           |
| SEA FLOWER.  | Square sterned brigantine.                                                                                                                     | 70 tons.  |
|              | Built Liverpool 1745. John Jump, master.<br>Owner: Bryan Blundell. Registered 1748.                                                            |           |
| SCIPIO.      | French prize.                                                                                                                                  | 300 tons. |
|              | Owners: James Gildart and others.<br>Registered 1748.                                                                                          |           |
| PARKSIDE.    | Ship.                                                                                                                                          | 200 tons. |
|              | Built Liverpool 1748. John Chubbard, master.<br>Owners: John Okill, Thomas Mears, Thos.<br>Barnston. Registered 1748.                          |           |
| TELEMACHUS.  |                                                                                                                                                | 140 tons. |
|              | Built Newburyport 1747. Timothy Wheelwright,<br>master. Registered 1748.                                                                       |           |
| WORTHINGTON. | Square stern schooner.                                                                                                                         | 40 tons.  |
|              | Built Liverpool 1728. John McNeil, master.<br>Owner: Edmund Ogden. Registered 1748.                                                            |           |
| NEPTUNE.     | Square sterned snow.                                                                                                                           | 40 tons.  |
|              | Owners: Jonathan, Joseph and John Brooks.<br>Registered 1749.                                                                                  |           |
| ORRELL.      | Square Sterned Brig.                                                                                                                           | 50 tons.  |
|              | Built Liverpool 1744. Wm. Earle, master.<br>Owners: William Whalley, Robert Hallhead,<br>W. Davenport, George Clowes. Registered 1749.         |           |
| GREYHOUND.   | Square-sterned snow.                                                                                                                           | 70 tons.  |
|              | Built New England, 1745. Isaac Wakeley.<br>Owners: Joseph Manesty and John Okill.<br>Registered 1749.                                          |           |

- ALLERTON. Square sterned ship. 100 tons.  
Built Philadelphia 1748. James Wallace, master.  
Owners: John Hardman and the master.  
Registered 1749.
- PRINCE. Square sterned sloop. 18 tons.  
Built Liverpool 1749. Jno. Scorfield, master.  
Owners: Bryan Blundell and Bryan Blundell, Jr.  
Registered 1749.
- HILLARY. Square sterned snow.  
Built Liverpool 1744. Tim. Wheelwright, master.  
Owners: Richard Golightly, Richard Hillary,  
W. Farrington, Jno. Salthouse, and Timothy  
Wheelwright. Registered 1749.
- KING FISHER. Square stern. 140 tons.  
Built Liverpool 1730. John Bibby, master.  
Owners: Richard Gildart, John Robinson,  
- Ansdell, Elizabeth Downward and John  
Bibby. Registered 1749.
- MIDDLEHAM. Square stern snow. Built Newburyport 1742.  
John Welch, master. Owners: James Gildart,  
Richard Gildart, and George Gildart.  
Registered 1749.
- EATON. Pink sterned ship. 280 tons.  
Built Liverpool 1743. Hugh Williams, master.  
Owners: John Okill, Thos. Mears, Thos. Seel,  
John Knight, E. Ogden, Jno. Kennion, W. Eaton.  
Registered 1750.
- PEMBERTON. Round sterned ship. 250 tons.  
Built Newburyport 1748. Robt. Grayson, master.  
Owners: James Crosbie, Bryan Blundell,  
Richard Blundell, James Shaw, John Backhouse.  
Registered 1750.
- DUKE OF ARGYLE. Square sterned snow. 100 tons.  
Built Liverpool 1729. John Newton, master.  
Owners: Joseph Manesty, Robert Hutchinson,  
and Andrew Lessley. Registered 1750.
- CARTER. Snow. 100 tons.  
Built Liverpool 1750. Thos. Johnson, master.  
Owners: Thomas Johnson and others.  
Registered 1750.

|                        |                                                                                                                                                                  |           |
|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| AFRICAN.               | Snow.                                                                                                                                                            | 100 tons. |
|                        | Built Liverpool 1752. John Newton, master.                                                                                                                       |           |
|                        | Owners: Joseph Manesty, Andrew Lessley, Robert Hutcheson, Jos. Chalmers.                                                                                         |           |
|                        | Registered 1752.                                                                                                                                                 |           |
| KNIGHT.                | Ship.                                                                                                                                                            | 160 tons. |
|                        | Built Liverpool 1752. Wm. Boats, master.                                                                                                                         |           |
|                        | Owners: John Knight, Wm. Boats, Thos. Seel, Joseph Kitchingman. Registered 1752.                                                                                 |           |
| HERRING.               | Snow.                                                                                                                                                            | 100 tons. |
|                        | Built New England 1752. Tim. Wheelwright, master. Owners: Thomas Johnson and others.                                                                             |           |
|                        | Registered 1753.                                                                                                                                                 |           |
| DUKE.                  | Snow.                                                                                                                                                            | 120 tons. |
|                        | Built Parkgate 1737. Ambrose Lace, master.                                                                                                                       |           |
|                        | Owners: Ambrose Lace, Robert Bannister, John Hincks, Henry Perkins and Charles Goodman.                                                                          |           |
|                        | Registered 1754.                                                                                                                                                 |           |
| BEE.                   | Snow.                                                                                                                                                            | 45 tons.  |
|                        | Built Liverpool 1752. John Newton, master.                                                                                                                       |           |
|                        | Owners: Joseph Manesty, John Salthouse, Thos. Chatman, Thomas Astley. Regd. 1754.                                                                                |           |
| ENTERPRIZE.            | Sloop.                                                                                                                                                           | 30 tons.  |
|                        | Built 1741. James Arnold, master.                                                                                                                                |           |
|                        | Owners: Wm. Boats, John Knight, Joseph Kitchingman, Rothmell Willoughby and Edmund Goad. Registered 1755.                                                        |           |
| JOHN.                  | Snow.                                                                                                                                                            | 80 tons.  |
|                        | Built Liverpool 1753. Thos. Martyn, master.                                                                                                                      |           |
|                        | Owners: Wm. Powell, John Gorrell, Thos. Whittaker, Thos. Rigby, Jas. Saunders, Thos. Johnson, Wm. Heap, J. Griffiths, John Thomas, Mathew Lord. Registered 1756. |           |
| X GENERAL<br>BLAKENEY. | Snow. 140 tons. A prize in late War.                                                                                                                             |           |
|                        | Samuel Lay, master. Owners: Jno. and Joseph Brooks. Registered 1756.                                                                                             |           |
| LIVERPOOL<br>EXCHANGE. | Sloop.                                                                                                                                                           | 70 tons.  |
|                        | Built Hull, 1750. John Barker, master.                                                                                                                           |           |
|                        | Owner: John Urmson.                                                                                                                                              |           |
|                        | Registered 1756.                                                                                                                                                 |           |

- ELLIS. Snow. 60 tons.  
Built New England 1751. Arthur White, master.  
Owners: Richard Watt, of Kingston, Richard  
Savage of Liverpool, and George Nelson of  
Manchester. Registered 1756.
- NORTH POLE. Schooner. 40 tons.  
Built Elizabeth River 1754. John Graham, master.  
Owners: Jno. Brooks, Joseph Brooks, Ralph  
Earle, Charles Dingley. Registered 1756.
- SPY. Ship. 150 tons.  
William Creevy, master.  
Owners: John Knight, Nehemiah Holland, and  
others. Registered 1756.
- LOESTOFF. Square-sterned ship. 400 tons.  
Thames-built, 1742. Wm. Hutchinson, master.  
Owners: Thomas Earle, Thomas Hodgson, and  
William Hutchinson. Registered 1753.